

CAP Backs Sky-Safe Program

MAXWELL AFB, Ala.—Are you the kind of pilot who has learned all there is to know about flying?

Or are you, as the Aircraft Owners and Pilots Association asks in its magazine, AOPA Pilot, "... one of the normal, sane and sensible pilots who know ... that safe and efficient flying is a direct product of a never-ending educational process?"

If you belong to the latter group, SKY-SAFE IS FOR

YOU!

SKY-SAFE, developed and supervised by the AOPA Air Safety Foundation, is aviation's first voluntary pilot proficiency program and consists of a one-day lecture/flying program for all pilots in all categories.

Now, Civil Air Patrol is joining AOPA in sponsoring a SKY-SAFE meet, this one at the Sacramento, Calif., Municipal Airport on Saturday and Sunday, March 27 and 28. You, as a CAP pilot are

invited—and urged—to attend. The gathering will be at Patterson Aircraft Co. at the airport.

Any pilot, whether beginner or ATR rated with thousands of hours flying time, can profit by the program. You do not have to be a member of AOPA to attend. Any general aviation pilot is welcome.

The program can be completed in two mornings or in one day and involves both a lecture program.

Each participant receives a preflight to shutdown 1-to-1½-hour flight evaluation by flight instructors thoroughly familiar with the aircraft being flown.


The Foundation hand-picks the evaluator/instructor for his particular knowledge of specific aircraft models and then carefully matches him with the aircraft being flown by the SKY-SAFE pilot. Following the flight, the instructor and pilot hold a comprehensive debriefing

session.

The instructor then prepares for the pilot a confidential flight evaluation and recommends attendance at appropriate SKY-SAFE lectures and, if needed, additional flight training at the pilot's home base.

The other half of the program is a series of nine lectures on subjects of major concern to every pilot, conducted by leading aviation educators and

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CIVIL AIR PATROL

MAXWELL AFB, ALA.

FEBRUARY 1971

PRZYBYL WICZ E L
 8057 GRAY HAVEN RD
 BALTIMORE MD 21222
 219327024 18025

Missing F-111 Triggers Massive Aerial Search



HOUSE SPEAKER—An active member of Civil Air Patrol, the Honorable Carl B. Albert, (D-Okla.), has been elected speaker of the House for the 92nd Congress. He is a Civil Air Patrol lieutenant colonel in the Congressional Squadron of the National Capital Wing.

MAXWELL AFB, Ala.—One of Civil Air Patrol's most massive air search efforts in recent months was suspended, Jan. 24, by the Air Force after 15 days of intensive and fruitless effort hunting for a missing FB-111A with two men aboard.

The Air Force plane was last reported Jan. 8 in the Port Sulphur, La., area and was on a round-robin flight out of Carswell AFB, Tex. The search was suspended after all leads as to the location of the craft proved negative.

Civil Air Patrol planes and crews from the Alabama, Mississippi, Louisiana, Texas, Arkansas and Oklahoma Wings were involved in the search along with Coast Guard, Navy and Air Force planes.

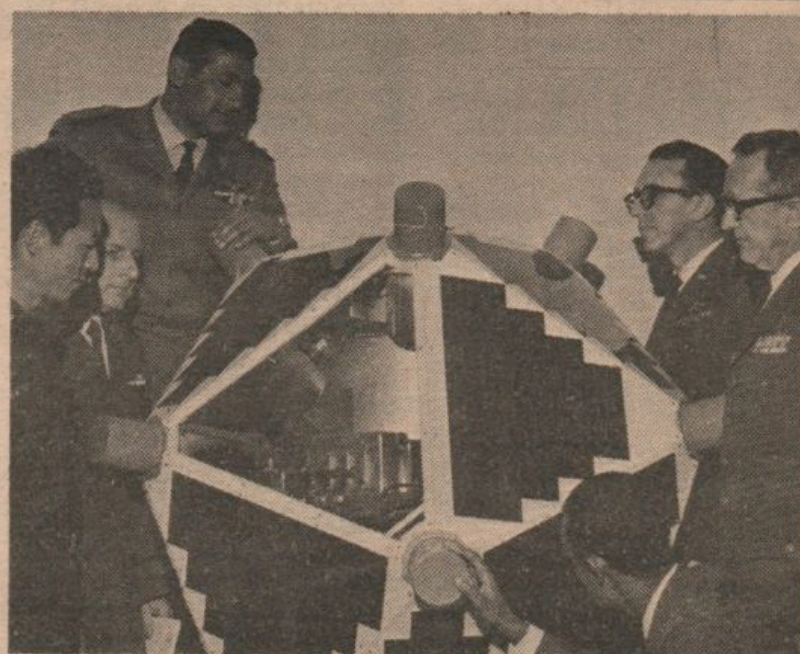
In the 15-day search, CAP planes flew 1,163 sorties (a sortie is one flight by one airplane) for a total of 2,364.6 hours flying time. CAP ground personnel helped sustain the search by manning mission centers and operating radio

communication facilities.

Military planes flew 253 sorties for 1,189.5 hours flying time.

An average of 46 CAP planes per day were engaged in the search, flying an average of 77 sorties with 157 hours flying time. Other figures showed that an average of 246 CAP members per day assisted in the search, using 36 mobile and 30 fixed

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SPACE COURSE GRADUATES—Civil Air Patrol graduates of the Allied Officers Weapons and Space Orientation Course inspect a satellite mockup at the Air Force Institute for Precisional Development at Maxwell AFB, Ala., with fellow classmates from allied countries. Among the graduates (from left) are Maj. Sung Sok So, Republic of Korea; WO Casimir Mroz, CAP, Illinois Wing; Capt. Fahim El-Hage, Lebanon; Lt. Cols. Eugene McCardle, CAP, New York Wing; Axel Altberg, CAP, Alabama Wing and Maj. Abraha Negash, Ethiopia. See related story on page 13. (Air Force Photo)

Reed-Pigman Scholarship Awarded to Cadet Pfeiffer

ARDMORE, Okla.—Civil Air Patrol Cadet Col. Charles A. Pfeiffer of Winter Park, Fla., was named winner, Jan. 14, of the annual Reed Pigman Flight Scholarship.

He received the award in ceremonies here at American Flyers, Inc., a charter airline and flying school.

The scholarship, first awarded in 1969, was established by Mrs. Virginia Pigman, now president of American Flyers, Inc., in honor of her late husband, aviation pioneer Reed Pigman who established the firm. The scholarship is awarded each year to a Civil Air Patrol cadet.

Worth \$5,000, it provides four months of flying training at the Ardmore school leading to a commercial pilot license. Included in the award are room and board for the period of training.

CAP Cadet Maj. Cary F. Veith of Denver, Colo., was named alternate and will receive the training should Pfeiffer decide not to pursue the course.

Pfeiffer, a member of CAP's Seminole Cadet Squadron of the Florida Wing, joined Civil Air Patrol in 1965 and has been very active in the organization since that time.

He served in a wide variety of cadet staff positions and

attended a number of encampments and other activities. In 1969 he participated in CAP's International Air Cadet Exchange and in 1970 attended CAP's Flying Encampment at Norman, Okla., where he earned his private pilot license.

The son of Mr. and Mrs. Anthony F. Pfeiffer, also of Winter Park, Pfeiffer is a graduate of Lyman High School, Longwood, Fla., and has attended Florida Technological University and Valencia Junior College of Orlando.

Selection of the scholarship winner was made by a committee of staff members at Headquarters, CAP-USAF at Maxwell AFB, Ala., location of CAP National Headquarters.

To be selected, a cadet must demonstrate an interest in following a career in aviation and a need for financial assistance in earning a commercial license.

What does charity cost?

How much does it cost to give to charity?

Many taxpayers often misjudge the size of the sacrifice they are making. They fail to consider that, each time they make a tax deductible gift, an income tax saving results. An individual taxpayer may save from 14 to 70 per cent of the cost of his charitable gift, exclusive of the new surcharge.

Tax savings are not limited to income tax alone. The donation of cash or property to charity by individuals is removed from their

estates at death, thereby reducing both federal and state death taxes.

It is readily obvious that if a person fails to make gifts, he or his estate will later pay to the tax collectors a part, or nearly all, of what he might have donated in the form of income of death taxes.

How much does it cost to give to charity?

Take the case of a husband and wife with an annual income of \$50,000. If they claimed \$10,000 in itemized deductions

PLUS a \$10,000 contribution to Civil Air Patrol, their total federal income tax, including the 2.5 per cent surtax, would be \$8,077.

Without the gift to CAP, they would pay \$12,543 to the Internal Revenue Service.

In other words, by donating to Civil Air Patrol, they would save \$4,466 in federal income tax. Definitely a worthwhile investment.

See page 6 for further details on filing charitable donations on the IRS Form 1040.

Deadline for Scholarships and Grant Applications is April 1

CAP Supports Sky-Safe Plan

(Continued from Page 1)

technologists. To qualify for the SKY-SAFE certificate at the completion of the program, pilots must attend at least three of the lectures but may attend all of them.

Subjects covered in the lectures include: Multi-Engine Operations; Federal Aviation Regulations; Altitude Instrument Techniques; FSS Weather Briefings; Terminal Operations; Navigation Knowledge; Aero-Medical Facts; Engine Maintenance; and Weight and Balance.

Besides the flight evaluations and the lectures, you also get your own confidential personal flight record, on-the-spot consultations with industry experts; a personal opportunity to experience spatial disorientation in the Vertigon; a SKY-SAFE Completion Certificate and SKY-SAFE wallet ID card, signed by all your instructors.

The program has been solidly approved by top members of the U.S. Department of Transportation, the FAA, and staff members at Headquarters CAP-USAF who participated in another SKY-SAFE program at Richmond, Va., in June 1970.

Cost of the program is \$30. However, Civil Air Patrol's National Executive Committee unanimously endorsed this program and has elected to pay, through the corporate treasury, half of the required fee (\$15) for CAP pilots who attend.

Whatever type plane you are qualified to fly can be used in the SKY-SAFE program. CAP planes or rental aircraft (at reduced rates) may be used. CAP units are encouraged to fly corporate aircraft to

Sacramento. Cost of lubricants and fuel will be reimbursed for corporate aircraft.

Civil Air Patrol pilots desiring to attend should complete an AOPA application blank, have it signed by the unit commander, and forward to wing or region liaison office along with check for \$15 BEFORE March 8.

CAP's participation in the Sacramento SKY-SAFE is primarily for CAP pilots in the Pacific Region and application blanks have been sent to the Pacific Region Liaison Office for further distribution to wings and squadrons so that all pilots may be afforded the chance to attend.

Uniforms are not required.

Pilots from other regions are invited and may secure the necessary application blanks from the Pacific Region Liaison Office.

Civil Air Patrol is tentatively planning to join AOPA in sponsoring SKY-SAFE programs in other CAP regions.

Limited quarters will be available at McClellan AFB, Calif., for attendees and bus transportation to and from Patterson Aircraft Co. will be provided.

AOPA also will offer other courses at the same time the SKY-SAFE program is held. Those desiring to take these special courses may do so at their own expense. These are: Pinch-Hitter, 360-Degree Rating, Instrument Nav/Com, Instrument Pilot Preparatory, Instrument Pilot Refresher, Mountain Flying, Private Pilot Written Exam, Instrument Written Exam, and Airline Transport Rating courses. These courses will begin on Friday, March 26, and extend through Monday, March 29.

Professional Training Planned For Senior CAP Membership

MAXWELL AFB, Ala.—Formal, professional training in civil defense and disaster relief—two of Civil Air Patrol's three primary emergency service roles—will be available to CAP senior members this summer for the first time. The courses will be given at a series of five-day encampments at sites across the nation.

The training will be given by the American Red Cross and the Office of Civil Defense Staff College. A third course in search and rescue techniques for CAP flying personnel is planned for 1972.

CAP's Emergency Services Committee, representing all eight CAP regions, defined what it called the "desperate need" for training in these three areas at a conference here last year. The new courses are the result of planning initiated at that conference.

The American Red Cross-sponsored course, "Emergency Services Training for CAP," is intended primarily for CAP ground personnel. However, flying personnel may attend. The course will equip CAP disaster teams to perform more fully a variety of emergency services needed during a disaster and will prepare them to work independently or with individual Red Cross chapters.

With long experience in disaster relief, the Red Cross has planned the study to cover briefly but completely such topics as the nature of disasters, services provided following disasters, supporting activities needed during emergencies, recovery service, responsibility of Red Cross and government in natural disasters, Red Cross policies and organization, and the Red Cross in general.

The Red Cross and Civil Air Patrol now have in effect an agreement signed in 1970 under which CAP will provide communications assistance to the Red Cross during disaster situations. CAP maintains and operates a 17,000-station emergency radio network.

The course to be presented by Civil Defense personnel will be adapted from the three-day program previously held at the CD Staff College in Battle Creek, Mich., with emphasis added

toward the operational aspects of emergency operations. It will stress operations in the State and Local Emergency Operating Centers and at SARDA (State and Regional Defense Airlift) sites during SCATANA and will include a full-day exercise in simulated emergency operations.

The Course, "Civil Air Patrol Mission Coordination for Emergency Operations," will prepare CAP members to work with civil authorities within the civil defense structure in identifying, planning, coordinating, and executing such emergency missions as aerial

radiological surveys, damage surveillance, and airlift. Classes will consist of CAP volunteers who have or anticipate assignments to Civil Defense liaison positions within their wings.

Civil Air Patrol has working agreements with CD agencies in all states under which CAP will participate in Civil Defense activities, including acting as a CD "air arm," should the United States ever be attacked.

The two courses will be presented in each CAP region according to the following schedule:

PROGRAM				
Region	Location	Activity	Date	Remarks
SWR	Dyess AFB Abilene, Tex.	OCD	June 7-11	36 people
		ARC	June 14-18	25 people
GLR	Wright-Patterson AFB Dayton, Ohio	OCD	July 12-16	36 people
		ARC	July 19-23	25 people
PACR	Beale AFB Marysville, Ca.	OCD	June 14-19	NV, HA, CA— 36 people
		ARC	June 21-25	25 people
PACR	McChord AFB Tacoma, Wash.	OCD	Aug. 9-14	AK, WA, OR, CA—36 people
		ARC	Aug. 16-20	25 people
SER	Robins AFB Macon, Ga.	OCD	June 1-5	35 maximum— no female accommodations
		ARC	June 14-18	25 people
RMR	Lowry AFB Denver, Colo.	OCD	July 19-23	36 people
		ARC	July 26-30	25 people
NER	Grenier AFB Manchester, N.H.	OCD	Aug. 23-27	36 people
		ARC	Aug. 30-Sept. 3	25 people
MER	Bolling AFB Washington, D.C.	OCD	June 21-25	50 people
		ARC	June 28-July 2	25 people
NCR	Whiteman AFB Sedalia, Mo.	OCD	Aug. 23-27	40 maximum— no female accommodations
		ARC	Aug. 30-Sept. 3	25 people

Persons interested in attending one of these courses should fill out the application blank at the bottom of page and mail it to their wing headquarters before Apr. 15.

Ex-Staff Chaplain Hobgood To Be Consecrated Bishop

MAXWELL AFB, Ala.—Air Force Chaplain, (Col.) Clarence E. Hobgood, a 29-year veteran military clergyman was recently selected as the Episcopal Church's second Bishop for the Armed Forces. The service of consecration will be observed in the Cathedral Church of Saint Peter and Saint Paul, Washington, D.C., Feb. 2.

He leaves the Air Force as Command Chaplain, Headquarters, Strategic Air Command, at Omaha, Nebraska,

a position he assumed in June 1970.

In his capacity as National Chaplain for the Civil Air Patrol he became well-known throughout the United States in his dedicated service to more than 73,000 CAP members.

He was responsible for organization and programs of all CAP Chaplain activities, including the current Moral Leadership Training and Ministry to Youth emphasis.

In his new position as The Bishop For the Armed Forces, he will be the ecclesiastical approving authority for all Episcopal clergymen wishing to enter military service; including the Civil Air Patrol Chaplaincy. Brig. Gen. Richard N. Ellis, CAP's national commander and a group of key staff officers will fly to Washington for the Consecration Service.

INSURANCE

Choose Number of Units Desired

Benefits	1 Unit	2 Units	3 Units	4 Units	5 Units
Accidental Death	\$5,000	\$10,000	\$15,000	\$20,000	\$25,000
Dismemberment	5,000	10,000	15,000	20,000	25,000
Medical Expense	500	1,000	1,500	2,000	2,500

Annual Cost

	1 Unit	2 Units	3 Units	4 Units	5 Units
Non-Pilot	\$10.00	\$20.00	\$30.00	\$40.00	\$50.00
Pilot	20.00	40.00	60.00	80.00	100.00

I Hereby Make Application For Civil Air Patrol Senior Member Accident Insurance Under Hartford Accident & Indemnity Co. Master Policy On File At National Headquarters Civil Air Patrol.

Name Date of Birth

Address

CAP Ser. No. Pilot Non-Pilot

Beneficiary Relation

No. Units Applied For Premium \$

I Certify I Am A Member Of The Wing, CAP

Signed Date

Make Check Payable To Turner-Weaver-Wilson
P.O. Box 6010, Nashville, Tennessee 37212

APPLICATION FOR SENIOR EMERGENCY SERVICES ENCAMPMENT

NAME

RANK SERIAL NO.

UNIT

DUTY ASSIGNMENT

HOME ADDRESS

TELEPHONE NO.

CLASS DESIRED:

LOCATION

DATE

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POW/MIA Report

Don't Slow Your Speed Until All Are Freed

by Col. Chester H. Bohart, USAF

national headquarters POW/MIA chairman

There seems to have been a slowing down of Civil Air Patrol's effort in support of the POW/MIA campaign.

We must never let this happen.

Your efforts have gained national recognition and drawn praise from the highest levels of government.

Our task is not ended. The wonderful, heart-warming progress noted to date is encouraging. But Civil Air Patrol

is pledged to continue its fight until every man is accounted for and we are assured they are receiving humane treatment.

Civil Air Patrol is joined in this effort by agencies across the country in one of the greatest demonstrations of solidarity in

our nation's history. CAP has forged an effective, productive campaign and we must keep it up! We must not weaken because the other side shows no sign of relenting their barbaric attitude.

In fact, they have refused President Nixon's offer to exchange 8,000 North Vietnamese prisoners for 800 of free world prisoners. That's ten to one! Obviously, their disregard for human lives extends to their own people.

I'd like to call your attention to two recent items on this subject. One is a poem by a teenage daughter—the other is an official chart of our POW/MIA statistics.

To me, they offer a poignant picture of the total problem. It begins with the individual anguished family and ends with an angered, concerned government.

You and I are part of that government. Let's keep doing our share.

American Prisoners Of War And Missing In Action In Southeast Asia

COUNTRY	MISSING	CAPTURED	TOTAL
North Vietnam	403	378	781
South Vietnam	463	78	541
Laos	227	3	230
Totals:	1,093	459	1,552

STATISTICAL RECAPITULATION BY YEAR LOST

	1964	1965	1966	1967	1968	1969	1970	TOTAL
Missing	4	54	206	249	284	200	96	1,093
Captured	3	74	93	160	113	11	5	459
Totals:	7	128	299	409	397	211	101	1,552

CAPTURED ACKNOWLEDGED BY ENEMY

COUNTRY	MAIL	PROPAGANDA	TOTAL
North Vietnam	331	18	349
South Vietnam	1	19	20
Laos	0	1	1
Totals:	332	38	370

MAIL STATISTICS

	AS OF JANUARY 1969	AS OF NOVEMBER 1970
Total letters received	620	2,700
Total number of writers	103	332

Only nine American prisoners held in North Vietnam have been allowed repatriation by the Hanoi government. Most of these men had been prisoners for less than two years. Seventeen known prisoners have been murdered or have died in Viet Cong captivity. The physical condition of the men who have been released has been far below normal standards.

Poet's Corner

Please, Bring Him Home

I don't know what he suffers there,
I cannot feel his grief, despair.
His agony is only known
To men who have been caged — alone.

I only feel a selfish pain,
A fear that I might pray in vain,
And never see again his face
Or feel again his strong embrace.

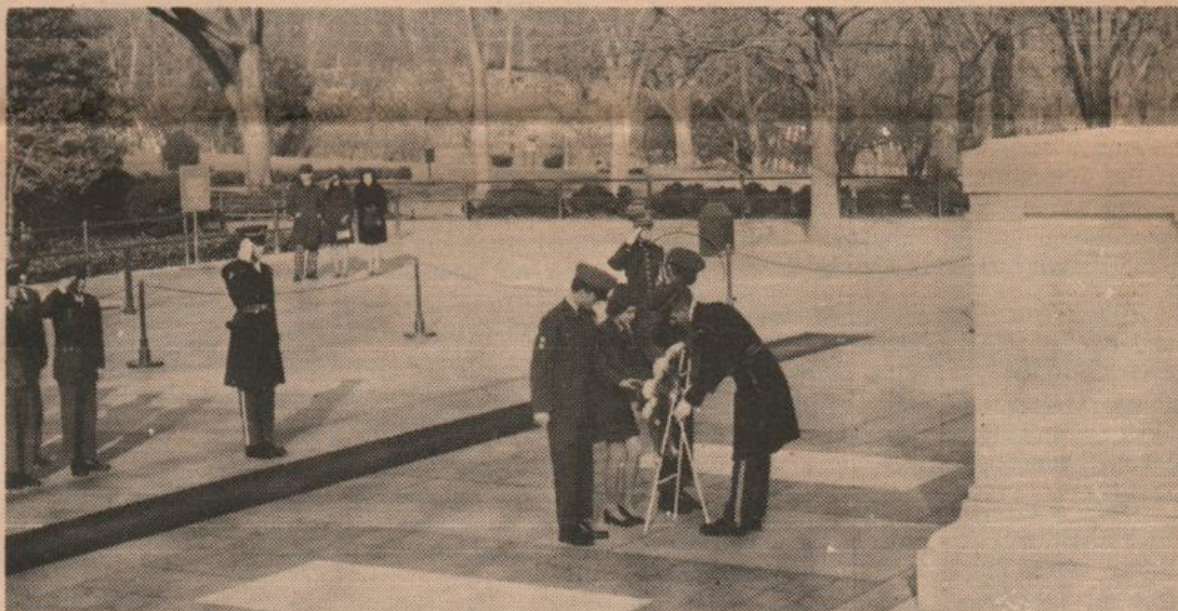
I need his love while I am young
With many fears to walk among.
I need his help to guide me through —
To him the dangers are not new.

For how long must I wonder when
My father will be mine again?
How many years can he survive?
Is he, even now, alive?

Before it is too late to try,
Before my life must pass him by,
Please, bring him home, and I'll be then
My father's little girl again.

Debi Wood, age 16
Provo Utah

Reprinted Courtesy of Air Force Times



HONOR WAR DEAD—Cadets from the National Capital Wing honor the dead of two world wars, the Korean and Vietnam conflicts by placing a wreath on the Tomb of the Unknowns at Arlington National Cemetery.

The contingent of cadets participated in the ceremony held in conjunction with the 29th Anniversary of Civil Air Patrol. (Photo courtesy of the National Capital Wing)

CAP Signs Revised Agreement with Reservists

MAXWELL AFB, Ala.—A revised agreement, worked out here recently between Civil Air Patrol and the U.S. Air Force Reserve, will enable CAP to go into action more promptly when future calls come for help in civilian emergencies.

The Reserve is responsible for authorizing use of Air Force resources in such emergencies. In most cases where help is needed, Civil Air Patrol represents the Air Force as its official auxiliary and is compensated for fuel and lubricants used.

The "Joint Standard Operating Instructions" outlines areas of responsibility and

mutually acceptable procedures, so far as CAP and the Reserve are concerned, in cases of domestic emergencies. Requests for CAP participation in emergency relief operations ordinarily are channeled through the Continental U.S. Army

Nash Heads Hospital Board

AMARILLO, Texas—Lt. Col. Gerard K. Nash, CAP, Texas Wing's Group 1 medical officer, has been elected president of the board of trustees of the Southwest Osteopathic Hospital here. He is chief of the hospital's department of radiology.

Headquarters or the Air Force activity nearest the emergency.

However, the revised agreement now allows either civil authorities or CAP commanders to go direct to Air Force Reserve regions in requesting CAP assistance "when a natural disaster creates conditions of such imminent seriousness as to preclude the receipt of timely instructions."

The time saved by the direct communications is expected to be a significant factor in preventing "loss of life, starvation (and) human suffering."

In addition, the new agreement makes CAP mission

coordinators more responsive to the needs of civil authority, makes CAP-USAF liaison officers responsible for necessary reports, and allows CAP mission coordinators to release news items of CAP activity direct to civilian news media when working on purely civil missions.

The revised agreement is effective when CAP wing commanders and Air Force Reserve Region commanders concerned sign it.

Helping to rewrite the long-standing agreement here at CAP National Headquarters were: Col. Jack Maret, director of Operations Plans at Headquarters Air Force Reserve; Col. E. M. Powell, chief of

Disaster Preparedness for the Eastern Air Force Reserve Region; Col. W. A. McLaughlin, deputy Chief of Staff/Operations, and Maj. John B. Berry, director of Emergency Services at CAP National Headquarters.

**CAP
REGULATION
ACCESSORIES**

Write:
E. C. STUENKEL CO.
P. O. Box 214
Brookfield, Illinois
60513

From the commander . . .

'Sky Safe and Other Matters...'

by Brig. Gen. Richard N. Ellis, USAF

There are several topics I want to discuss. The first, and by far the most critical, is . . .

Flying Safety

On the front page of this issue you'll find an article describing a SKY-SAFE meeting. We intend that this will be the first of many such clinics to be jointly sponsored by Civil Air Patrol and the Aircraft Owners and Pilots Association (AOPA).

CAP is fortunate to have this support because AOPA is the pioneer, the expert, and the driving force of this new, voluntary, low-cost pilot proficiency evaluation program.



I won't go into detail because the article mentioned covered all aspects of this joint SKY-SAFE. If you're a pilot—student or veteran—it demands your study and careful consideration. If you are not a pilot, I suggest you read it as a matter of importance to all of Civil Air Patrol.

My logic is simple. Anything that gives this organization a black eye or hurts the CAP image, MUST CONCERN ALL OF US.

And I assure you that CAP's flying safety record does both. It is bad—very bad. It doesn't matter by what criteria we are judged or what organization we're compared with. . . CAP's poor performance is in a class by itself.

Pilot error has accounted for the vast majority of CAP accidents. As we probed deeper into the four leading causes of accidents, another factor emerged. The real cause, the hidden, underlying problem was lack of adequate supervision.

Only a dreamy optimist could hope that SKY-SAFE will be a panacea for all CAP flying safety woes. But it is a forward step—no, a forward LEAP—and something we've needed for a long, long time.

I'll tell you why.

CAP is far behind general aviation in safety and we're actually three times worse than aero clubs. Equally startling is our comparison to military flying with its high performance jets and combat conditions. An accident rate just a third as poor as CAP's would be completely unacceptable to the military.

This shoves the least laudable part of CAP operations on center stage in a glaring national spotlight. Why? Because flying safety statistics are rightfully in the public domain. There is no way to hide them backstage.

Nor should we want to! The only way to solve the problem is to improve our record. . . and the key to improvement is professionalism.

That's what I've been hammering at for the past 15 months. I have high hopes that SKY-SAFE clinics will be the turning point for us because it focuses on our pilots and supervisory personnel.

I've been a flyer for about 30 years with several thousand hours on record in aircraft ranging from Apaches to high performance jet fighters to B-52 bombers. But I learned a long

time ago that a good pilot never stops learning.

I consider myself a good pilot and I intend to remain one. I also intend to remain a live one. To me, a pilot's proficiency in his flying ability is, or certainly should be, a matter of personal pride.

We could get dramatic, but still be honest with ourselves and say, "It's a matter of life and death."

How about you?

Are you interested in your own survival? Your support and attendance at "SKY-SAFE" clinics as they occur, will help that worthy cause.

Lost in the Shuffle

There has been a surge in complaints that this headquarters loses, misplaces or simply files and forgets requests from the field. Each time I receive such a letter, it's checked out immediately and completely.

So far, no complaint has been substantiated. This is no whitewash job. In each instance we found that the correspondence never reached us or had been taken care of and returned.

These inquiries take time and are especially aggravating when this Headquarters is likened to a "puzzle palace." That's an old, old joke and time has eroded its humor.

Let me reiterate my policy. This headquarters is here for one purpose—to serve you and your unit. If you have a problem, we want to hear about it. But please check everything out before committing yourself and me to a problem that doesn't exist. We have too many real problems to waste each other's time tilting at windmills.

I've gone on record that my door is always open to you and that includes the door to my mailbox. I meant it then and I mean it now. But please use them judiciously.

USAF Support

Another complaint I receive from time to time concerns USAF support. It's incredible, but there are a few among us who feel that Air Force support is lacking. It is difficult to keep my cool in answering these charges. I would have thought that anyone with one eye open could see that USAF support is—and has been—truly remarkable.

Let me remind you that the U.S. Air Force provides today—as it has for more than two decades—the principal deterrent power that protects the free world.

DESPITE this awesome responsibility, DESPITE a shooting war in southeast Asia, DESPITE critically reduced flying hours, DESPITE a lean and plucked budget, DESPITE aircraft shortages, DESPITE global commitments and DESPITE the current siege of overall super-austerity, USAF support to Civil Air Patrol during 1970 reached new heights in many areas.

These letters of complaint represent a microscopic percentage of CAP personnel. . . but it is important that even they be halted.

I ask each of you to help me reach the uninformed by giving them the facts.

Chairman's comments . . .

We're Pulling Two G's . . .

by Brig. Gen. Samuel H. duPont Jr., CAP

This is not a reference to the gravitational pull of the earth.

I wish it was.

That definition is clean and mathematically concise. To pull "two G's" in that sense simply means to be subjected to twice the gravity force of our planet.

Nearly all of us have experienced the thrill of challenging this G-force factor and most think it's a lot of fun.

But the two G's I'm talking about are not fun. In fact, if we don't do something about one of them right now, Civil Air Patrol of the future might not bear any resemblance to CAP of yesterday and today.

—Or it could mean the end of this great humanitarian organization whose only reward is to serve the nation and their fellow man.

No matter how you slice it, you'll never find a tighter, more explicit definition of Civil Air Patrol. In other words, we are Givers—and that's the first G.

The other "G" we're pulling is the Getters.

We have a crying need for the former and no place for the latter.

No one desires an upsurge in membership more than I do. Commanders at all levels are barraged with recruiting/retention charts and graphs. I'm also well aware that unit prestige—and national standings—are closely entwined with membership figures.

Despite all this I'd be copping out if I looked away from this problem.

I must ask that all commanders and each member apply this "Two G" scale to each prospective member. Is he a Giver or a Getter? I know from recent experience that it won't be easy. In early December a married couple—friends of long-standing, asked about joining. It took me several weeks before I decided to dissuade them.

Why?

It was obvious they were primarily interested in the social aspects, and the thought of wearing a uniform, especially to don the new mess dress ensemble.

So I said NO—in a nice way of course, but very definitely "No, thank you."

We're still friends.

You must do the same when faced with similar circumstances. Again, I have to tell you it won't be easy. This is a delicate area and it's up to you to make the decision.

Any 79c slide rule will give you the mathematical formula for determining a "G" force. But for you, there is no slide rule, no formula, no computer, no textbook in this decision.

The only things you've got going for you are your personal experiences in CAP, plus a good brain including common sense.

ALL THREE SHOULD BE APPLIED IN YOUR RECRUITING STANDARDS!



CIVIL AIR PATROL NEWS

★ ★ ★ ★ ★ USAF AUXILIARY ★ ★ ★ ★ ★

National Commander Brig. Gen. Richard N. Ellis, USAF
National Board Chairman Brig. Gen. Samuel H. duPont, CAP
Director of Information Lt. Col. John W. Miller, USAF
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Vol. 3, No. 2

FEBRUARY 1971

Army Conducts Training For CAP Cadet Rangers

COLUMBIA, S.C.—The Metro-Columbia Cadet Squadron and several other units of the South Carolina Wing participated in the wing's first ranger training cycle recently at Ft. Jackson.

Army instructors from Ft. Jackson's 3rd Advanced

Individual Training Brigade conducted the classes in map reading, land navigation and survival.

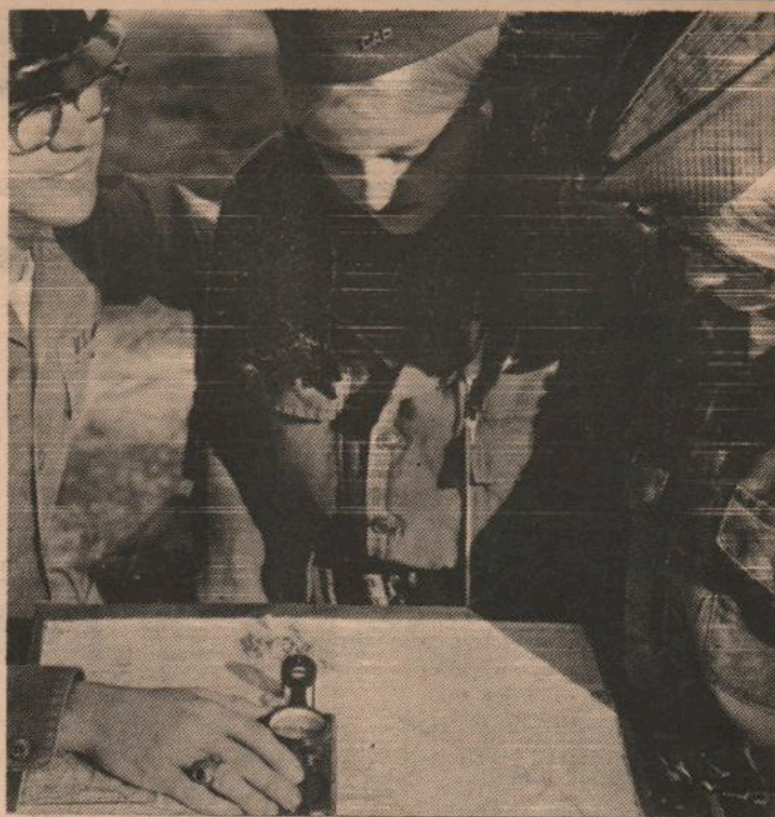
Cadets and senior members gained their practical experience in the use of compasses on unfamiliar terrain after completing classroom

instruction and then were divided into small groups and sent out on the 1,600 meter land navigation course.

Maj. Albert Addelnor, CAP, wing director of ranger training, said the program was divided into five training phases that included eight weekend training sessions and culminating in a week-long summer encampment exercise.

The advance phase of the training for wing members is still being planned and second training cycle tentatively scheduled for summer. The program in the wing will be fortified by the use of four newly acquired jeeps which will be called into use during training and ground search and rescue operations, Major Addelnor said.

He also expressed his thanks on behalf of the wing to the instructors at Ft. Jackson for making this training highly successful.



INSTRUCTION ON MAP READING GIVEN—Army 2nd Lt. Henry McAllister, officer in charge of land navigation, 3rd Advanced Individual Training Brigade, gives Cadets Dorothy Lowery (center) and Barbara Clark, pointers on map reading during the recent South Carolina wing ranger training at Fort Jackson. (U.S. Army Photo by SSgt. Richard Maehr.)

Cadets Brave Cold in Training

GRAND RAPIDS, Minn.—Eighteen cadets from the Grand Rapids Squadron of the Minnesota Wing recently

returned after undergoing training in survival in the wilderness of the Mill Lake area, 15 miles southwest of here.

Braving heavy snows and ice, the group took part in an overnight training session in conjunction with the unit's annual search and rescue exercise.

The cadets used snowmobiles and sleds to get themselves and equipment to the training area and erected shelters from tree boughs.

During the overnight stay, the cadets, under the leadership of 1st Lt. Allan Burt, CAP, squadron training advisor, searched the area for clues in an exercise for a simulated downed airplane.

CAP Members Active in MedTest

BELLEVUE, Wash.—Cadets and senior members from two squadrons in the Washington Wing had an important role recently when the staff of Bellevue's Overlake Hospital staged its annual disaster drill. The drill was a simulated bomb explosion at the local high

school, 50 students assisted by simulating a variety of injuries.

"We couldn't have done without them," stated the Disaster Medical Officer. The 15 cadets assisting in the drill all hold American Red Cross first aid certification.



ON TARGET—Cadet Dorothy Lowery shoots an azimuth with her compass during land navigation training at the South Carolina Wing's ranger training school at Fort Jackson, S.C. (U.S. Army Photo by SSgt. Richard Maehr)



CHARTING COURSE—Cadets Robert Crowe and Lynnea Nelson of Grand Rapids Squadron of the Minnesota Wing, chart the course of a simulated downed airplane during a winter survival training and search and rescue exercise recently. The two were among a group of 18 cadets participating in training at Mill Lake, 15 miles southwest of Grand Rapids. (CAP Photo courtesy of the Minnesota Wing)



EAGER BEAVER—Cadet Dave Jarva of the Grand Rapids Squadron, Minnesota Wing, seems to enjoy the winter weather while participating in a search and rescue exercise and survival training at the Mill Lake area site. He was among a group of 18 cadets involved in the overnight campout. (CAP Photo courtesy of the Minnesota Wing)

Part I Exemptions Complete only for dependents claimed on line 3b, page 1

Form 1040—1970—Page 2

(a) NAME (If more space is needed attach schedule)	(b) Relationship	(c) Months lived in your home. If born or died during year write "B" or "D"	(d) Did dependent have income of \$600 or more?	(e) Amount YOU furnished for dependent's support, if 100% write "ALL"	(f) Amount furnished by OTHERS including dependent.
1				\$	\$
2					
3	Total number of dependents claimed above. Enter here on page 1, line 3b.				

Part II Income

1a Gross dividends and amounts—write jointly)

Total

1b Exclusion (see in...

1c Capital gain distr. (see page 5 of in...

1d Nontaxable (see page 5...

1e Total (add lines...

1f Taxable dividend not less than

Interest (list Earnings fr...

Other intere...

2 Total inte...

3 Pensions and annuities, estates u...

4 Business income

5 Sale or exch...

6 Farm income

Miscellaneous inco...

7 Total miscella...

8 TOTAL (add line Enter here

Part III

1 "Sick pay" if incl. attach Form 2440 or

2 Moving expens...

3 Employee b... exp. state...

4 Payment by self-employed persons to retiremen... plans, etc. (attach Form 2950SE)

5 TOTAL ADJUSTMENTS (lines 1 through 4). Enter here and on page 1, line 8

GIVE TO CAP—AND SAVE!

If you've been poring over your financial records for 1970, getting ready to submit your Federal Income Tax, it is time to consider your contributions to Civil Air Patrol.

Many members apparently are still not aware that this organization qualifies as a legitimate benevolent corporation. CAP's Congressional Charter gives it income tax exemption status so that contributions to CAP can be made and deducted from personal and corporate income in computing taxable income.

These deductions include cash gifts, donations of properties, dues, unreimbursed expenses made incident to rendering service to Civil Air Patrol, unreimbursed overnight travel expenses away from home, unreimbursed transportation costs, repair and maintenance of private property used solely for CAP activities and cost and maintenance of uniforms and insignia.

Other deductible expenses include rental of aircraft for CAP functions, both usage and fuel/oil; also for use in cadet orientation rides; and registration fees at CAP functions.

But before you start knocking these gifts and expenses off your Form 1040, make sure that you have the necessary records to support your deduction. These records can take many forms, ranging from cancelled checks and receipts to documents showing the transfer of real property to the Civil Air Patrol Corporation. All records, including those of other deductions claimed, should be retained for at least five years—just in case the Internal Revenue Service (IRS) should decide to audit your account.

But what if you neglected to keep such records during 1970? Well, that's water over the dam. But it is not too early to start planning ahead for next year when you submit your 1971 tax return.

One of the easiest ways to maintain such records is to start a folder on all your CAP expenses. This can be as simple as a brown manila envelope in which you can file away your cancelled checks, receipts and documents to support your claim next year.

It is always wise to keep a running account of these expenses, including the date, what it went for, and any other memory joggers that will remind you why you spend \$10 for a hotel in Minneapolis or \$20 for the repair of your unit motion picture projector. Don't overlook your official CAP orders. They are an invaluable reference as well as good supporting documents.

A gift to Civil Air Patrol falls into the same

category as donations to churches, tax-exempt educational organizations, exempt hospitals, or a number of other charitable organizations. Donations in this category may be deducted up to 30 percent of the taxpayer's adjusted gross income, whereas the normal allowance is only 20 percent.

These contributions are entered on Schedule A & B of your Form 1040 and are allowed only in the year of actual payment, whether the taxpayer is on the cash or accrual basis and regardless of when the amount is pledged. To be deductible, the contribution must be made by the taxpayer. In other words, you can't claim junior's cadet uniform and expenses though you can claim Mamma's if she is an active CAP member and you are filing jointly.

When a personal automobile is used on CAP activities, such as a SAR or CD test, actual expenditures for the use can be deducted or you may claim five cents per mile driven in lieu of actual expenses. In either case, make sure you have the records to back your claim.

Some items you may not claim: value of services donated, depreciation, repair of private property damaged on CAP activity (although it may qualify as a casualty loss), proportionate cost of repair and maintenance of private property used jointly on CAP activities and personally, entertainment and hospital and medical expenses for injuries sustained in CAP activities. The latter may qualify as a medical expense deduction, however.

A recent ruling by the Commissioner of IRS concerned admissions and tickets to fund-raising activities for charities. The portion of the ticket that goes toward admission is not deductible. If part of the ticket is above the admission cost and is solicited as a gift, that portion is deductible. However, the burden is on the taxpayer to prove that a portion is above the admission price.

These are just a few simple hints about the tax advantages available to you when you give your support to Civil Air Patrol. For more detailed information, be sure to consult your attorney, income tax counsellor or a representative of the IRS.

You can save tax money and support a worthy cause by giving to Civil Air Patrol. Just remember:

- Make sure they are valid deductions;
- Keep supporting records and documents;
- Consult your attorney, tax advisor or IRS representative.

1 k incu dit ile L.

2 Inv. nt credit m 346

3 Foreign tax credit (orm 1116, . . .

4 TOTAL CREDITS (for page 1, line 13)

EXPENSE ACCOUNTS—If you had an expense allowance or charged expenses to your employer, check here ☐ and see page 6 of instructions.

Rangers Can Train You How to Survive

MAXWELL AFB, Ala.—You and two of your passengers have survived when your plane crash landed in a remote area. The passengers are injured and you know it will be some time before you are reported missing and help is on its way.

Do you know what to do to insure survival and care for the passengers until help arrives?

If you have undergone ranger training and become a member of this group of elite specialists in survival you will know how to survive and be able to render immediate first aid to those injured in the plane crash.

Rangers are trained to survive in remote areas, natural disasters, administer first aid, participate in ground search and rescue operations and conserve natural and wildlife resources.

Interested in Ranger training? Contact the Pennsylvania Rangers for information on training procedures and how to start a unit in your wing.

The following publications have been accepted as official CAP Ranger training publications and may be ordered:

Land Search and Rescue

The first of two volumes of the Ranger Training Manual of the Pennsylvania Wing. (Part II will become available later this year). This is a required textbook for all Pennsylvania Rangers and for the Summer Ranger School at Hawk Mountain.

Team Commander's Notebook

A series of articles, each complete in itself, in 8½x11 booklet format, prepunched for a three-ring binder. Articles of particular interest to Ranger Team Commanders are to be

published at the rate of about two per year.

Published to date

No. 1—Air-Ground Coordination; No. 2—Latitude and Longitude Conversion Tables; No. 3—Land Search Theory; and No. 4—Legal.

Pennsylvania Wing Ranger S.O.P.

The Standard operating procedure for all ranger teams in the Pennsylvania Wing. Includes complete description of Ranger Training Program.

Pennsylvania Wing Ranger Forms

RNGF 1, 2, 3 and 4. Assortment of 50 forms for \$1.00. (Appendix IV of LS and R has sample forms).

These publications are not available through the Educational Materials Center (CAP Book Store). If you want to order any of these please use the attached order blank and make checks payable to: Ranger Headquarters Squadron, CAP. No C.O.D. orders will be accepted. Mail order to:

Maj. Thomas E. Jensen, CAP
2230 Kemmerer Street
Bethlehem, Pa. 18017.

Coast Guard Provides Traing for CAP Unit

VINELAND, N.J.—The personnel of the United States Coast Guard Training Center at Cape May, N.J., hosted the Ranger team of the Cumberland Composite Squadron, Millville, N.J., recently for a class on air mobile rescue techniques employing the UH-43 helicopters.

Instruction began with a tour of the station's search and rescue control center with 1st. Lt. Robert Powers, USCG, a SAR pilot as guide. He demonstrated the use of the highly sophisticated communications equipment in the center which enables the Coast Guard to talk to all types of vessels at sea, airplanes and fixed base operators as far away as the west coast.

The cadets then attended two movies dealing with the role of the Coast Guard in search and rescue. One film dealt with the uses of the latest helicopter rescue equipment and techniques.

After the movie presentation, the cadets visited a hangar for a familiarization briefing on the UH-43 search and rescue helicopter.

Both the cadets and Coast Guard members found this orientation of mutual interest and hopefully this type of training will lead to closer working rapport between the two rescue organizations not only in the Delaware Bay area but throughout the entire East Coast, officials stated.

The training tour was coordinated by Lt. (j.g.) Robert Zeller, USCG and CAP project officer CWO William R. Chaneles. A special vote of thanks was given to Commander H. L. Carter, USCG, training center commander, who offered the facilities for the familiarization tour for the CAP cadets.



HELICOPTER RESCUE DISCUSSED—Lieutenant (j.g.) Robert Powers, USCG search and rescue mission pilot, explains the electronic equipment on a UH-43 helicopter to CAP Cadet Sgt. Peter Romanik (right) during an orientation of helicopter rescue techniques for the Ranger team from Cumberland Composite Squadron, New Jersey Wing. The joint CAP-USAF orientation was conducted recently at the U.S. Coast Guard Training Center at Cape May, N.J. (Photo by C/Capt. Thomas Humes)

New Mexico Wing is First To Attend Search Training

KIRTLAND AFB, N.M.—Twenty-four members of the New Mexico Wing recently returned here after attending a seminar on search and rescue at Richards-Gebaur AFB, near Kansas City.

The seminar, conducted at the USAF Aerospace Rescue and Recovery Central Rescue Coordination Center, was the first in a series for members of Civil Air Patrol from every state.

A tour of the center's command post, which is manned 24 hours-a-day, was one of the main features of the seminar. Personnel at the command post are responsible for all air search and rescue efforts for the central U.S. comprising an 18 state area.

The remainder of the day was spent discussing all phases of a search mission. Considerable time was spent on details of how a search should be conducted and the help that can be expected from the center and the Air Force.

New Mexico was the first unit selected for the seminar because of the difficult areas and terrain the wing is required to fly search and rescue over. Purpose of the seminar is to standardize search and rescue methods throughout the CAP wings.

2 New Units Get Charters

MAXWELL AFB, Ala.—Two new units were chartered recently to boost membership in Civil Air Patrol. Charters were received by the Skyhawks Senior Squadron, Montana Wing, and the Ka-Lawai Cadet Squadron, Hawaii Wing.

Maj. Daniel Carson, ANG, Skyhawks commander, received the CAP charter from Col. Gordon T. Weir, USAF, at ceremonies at Great Falls, Mont., while 700 Guardsmen, Air Force personnel and CAP members attended the dedication ceremonies.

Lt. Col. Allan A. Fujii, CAP, Ka-Lawai Squadron commander, received the CAP charter at ceremonies in Hawaii.

ORDER BLANK

Please send the following publications to:

Name _____

Address _____

(Zip Code) _____

Inclosed is a check for _____ made out to "Ranger Headquarters Squadron, CAP".

_____ copies of Land Search and Rescue. Mail order price: (Part I) \$3.00 each (\$2.75 each in lots of 10 or more).

_____ copies of Air-Ground Coordination (Notebook No. 1) \$.50 each.

_____ copies of Latitude and Longitude Conversion Tables (No. 2) \$.50 each.

_____ copies of Land Search Theory (Notebook No. 3) \$.50 each.

_____ copies of Legal (Notebook No. 4) \$.50 each.

_____ copies of Pennsylvania Wing Ranger S.O.P. \$.50 each.

_____ copies of Pennsylvania Wing Ranger Forms. Assortment as follows:

_____ RNGF-1 _____ RNGF-2 _____ RNGF-3

_____ RNGF-4.



General Ellis tells cadets

'We Are Listening to You'

by Barbara Bentley

MAXWELL AFB, Ala.—In the opinion of Brig. Gen. Richard N. Ellis, CAP's National Commander, "The Advanced Cadet Leadership Symposium was a solid success and may become an annual affair."

An important "first" for more than 130 CAP cadet leaders, the symposium was held Jan. 7-10, at the Statler-Hilton Hotel in Dallas, Texas. During the three-day round of seminars, these future leaders discussed ways to best implement the cadet program for some 35,000 cadets throughout the country.

In a major address, General Ellis told the assembled cadet leaders: "You are here...as participating partners...to improve the Civil Air Patrol of the future...Ultimately, all Civil Air Patrol hopes to do is prepare young men and women to be responsible citizens and the leaders of tomorrow."

"I personally would be delighted if your desires lead to careers in the Air Force, commercial aviation, or some related aerospace field. But if you tackle something radically different—government, teaching, law-enforcement or whatever—it's still fine because there is a crying need for leaders in every field of endeavor."

He also said: "You have been given the opportunity to speak up—and we are listening."

General Ellis meant just that. The cadets spoke up in more than 15 seminars covering topics vital to CAP and the cadet program. The reports prepared by the cadets give ample promise that they will in fact be tomorrow's leaders.

Their deliberations, conclusions and recommendations will be published and distributed to each symposium member, the National Headquarters staff, and the members of the National Board.

Among seminar topics was the perennial problem of retaining cadets. The retention committee identified six problems and proposed several solutions to each. This in-depth treatment was supplemented by another seminar group who compiled a survey questionnaire for former cadets to find out why they did not remain in CAP.

Another seminar prepared a Cadet Officer School Curriculum emphasizing psychological training, problem solving, and communicative skills.

Other topics were: Cadet recruiting teams, aerospace education in high school, the cadet program and the computer, emergency services, moral leadership, CAP's aerospace olympics, cadet squadron activities programs, the Type B encampment program, cadet squadron organization, AFROTC-CAP membership, the cadet encampment staff, special activities publicity, and a selection process for CAP's outstanding cadet of the year.

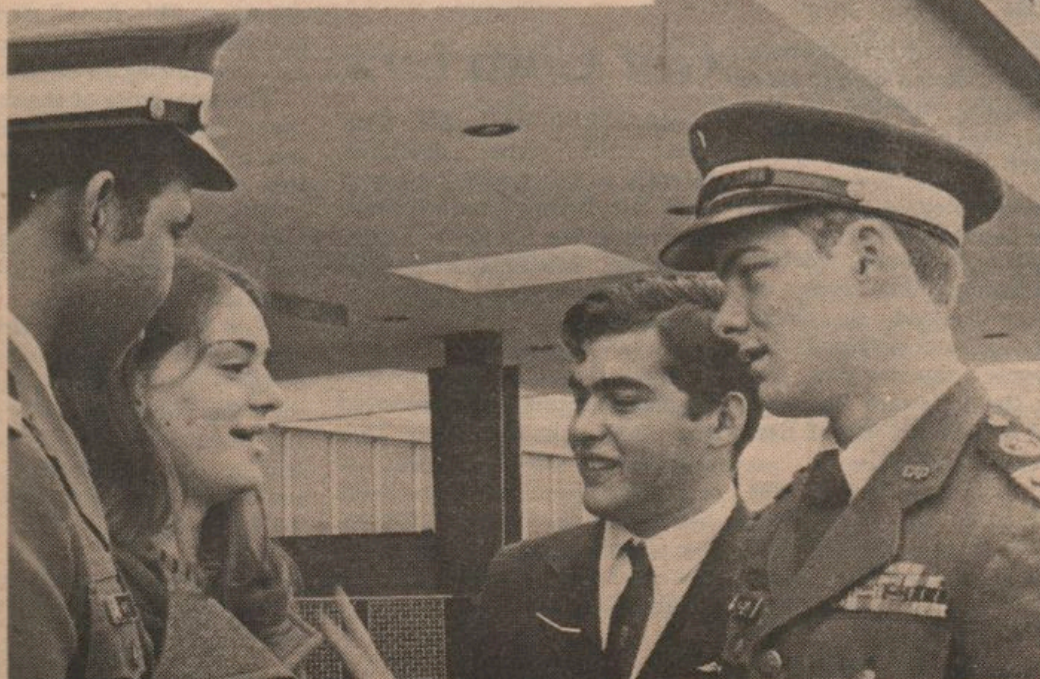
The cadets were welcomed to the symposium on the first evening by CAP's National Board Chairman, Brig. Gen. Samuel H. du Pont, CAP. Next came a ground rules briefing by Capt. Stephen A. Dempsey, project officer.

Lt. Col. Donald R. Hayes, symposium director, highlighted a few of the improvements made by National Headquarters during the past year to better the overall cadet program, pointing out that methods to improve the program were under continual review. Colonel Hayes called attention to another "first" at the symposium—the convening of the National Cadet Advisory Council. The council, composed of the eight region cadet advisory council chairmen of whom seven were present, elected Thomas Richardson of Delaware chairman.

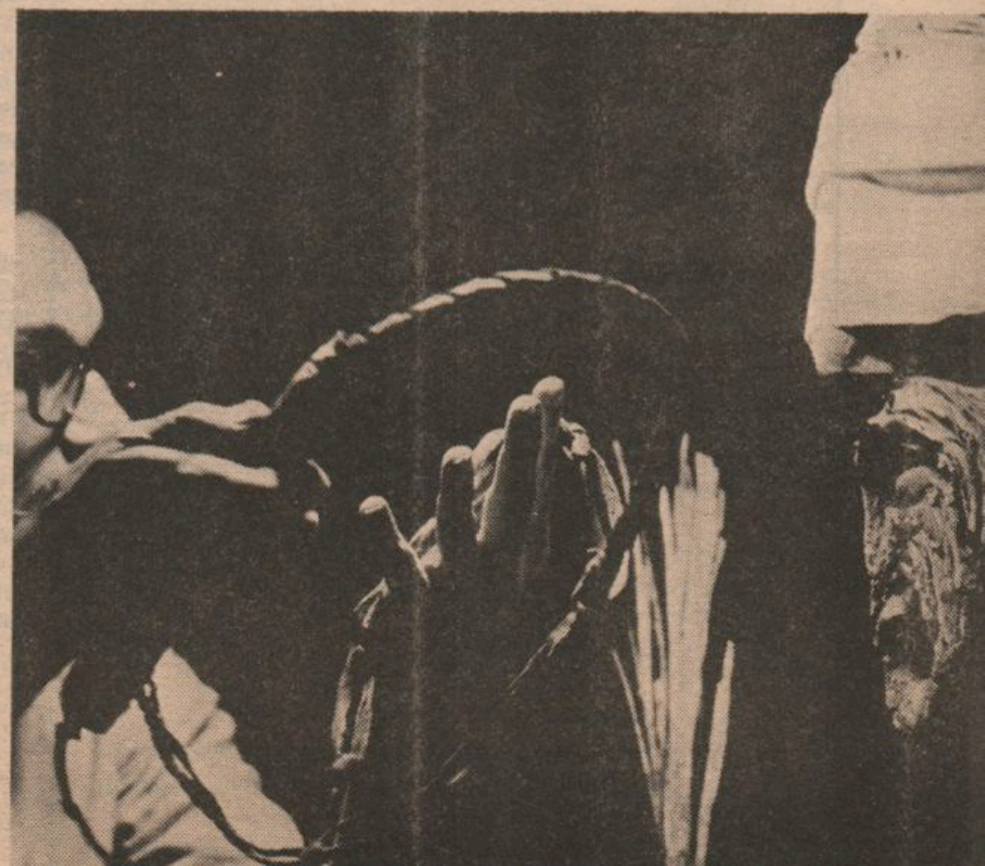
John V. Sorenson, DCS/Aerospace Education and Cadet Programs, closed the opening evening session with a charge to lead and be strong. As part of the charge to lead, he quoted a poem by Gill Robb Wilson, CAP's founder,—his well-known "So long as this is a free man's world somebody has to lead..."



National Cadet Advisory Council Leaders—Delaware's Richardson, chairman and Larry Willers of Colorado, vice-chairman.



Arriving at Love Field from left are Earl Brak, Billie Pirner, Floyd Arashiro and Tom Holden.



Dramatic and emotion-packed presentation by sculptor-artist Lt. Col. Gilbert N. A.



Patricia Huelenbeek of Oklahoma emphasizes her viewpoint.



"... Speak up, we are listening."

by Bill Bond



Faith Vilas of Massachusetts receives Spaatz award from General du Pont.

lio, USAF.

Cadet News Briefs

Five Earn Solo Wings

BOWIE, Md.—Cadet 1st. Lt. Philip Lamber of the Lanham Cadet Squadron recently became the first of five cadets in the Maryland Wing to earn his silver wings under the CAP Cadet Solo Flying Training program here.

Others earning their wings were Cadets Gary Skogebo, Larry Malchodi of Bowie-Belair, Leonard Litkowski of Lanham and Gene Gordon of Prince George Composite Squadron.

Cadets Visit Big Industry

LYNWOOD, Calif.—The Downey Cadet Squadron members visited the Western Gear Corporation here recently and for the most of the 23 on tour it was their first time seeing the industrial world at work.

The group toured the shops and saw the various products made by Western Gear, one of the industries making up the aerospace manufacturing complex.

First Aid Cards Given

DOYLESTOWN, Pa.—Cadets from the local squadron received first aid cards after graduating from an American Red Cross course here recently.

Presented by Steven Smith of Ivyland, Pa., an ARC instructor, the course is a requirement for all those involved in CAP search and rescue and emergency services operations.

Cadets Make Christmas Brighter

MIAMI, Fla.—Christmas was much brighter for a group of children, 3 to 8 years old, when the Florida Wing's All Girl Cadet squadron held a Christmas party for the youngsters in December at the Miami Sunland Training Center here.

Santa Claus, with 15-year-old C/TSgt. Alyne Talbott in the role, arrived with a bag full of toys and gifts donated by other members of the squadron for the youngsters. Cadet Lt. Col. David White, Florida Wing council chairman, assisted the girls with the party preparation and entertainment.

Three Squadrons Camp Out

HOUSTON, Tex.—Twenty-six cadets from the Talon, Bryan and Eagle Composite Squadrons participated in an encampment 40 miles north of here recently.

The cadets underwent training in pre-flying airplanes, chart reading, navigation and radio communications exercises.

Several of the cadets received aerial orientation flights in Cessna 150, Cessna 172 and Beech Bonanza airplanes and the encampment was hailed as one of the most successful conducted of late in the Texas wing.

No Hit or Miss System Used In Selecting CAP's Top Cadet

MAXWELL AFB, Ala.—The CAP National commander every year selects a cadet to receive CAP's Outstanding Cadet of the Year award and the selection used to determine the top candidates for this high honor is no hit or miss system, according to Lt. Col. Donald R. Hayes, USAF, director of cadet programs here.

In order to qualify for the award, a cadet must have earned the Billy Mitchell award or higher awards, demonstrated outstanding leadership and have been selected to attend a special activity during the current year of selection.

Because many of the cadets in CAP have met these requirements, CAP's National

Headquarters created a system by which only truly outstanding cadets could be nominated.

The system uses an "I Nominate Folder" to nominate cadets and each card in the folder is an official nomination and provides the necessary information for the final selection procedure of the Outstanding Cadet of the Year.

Every Wing Commander, through a wing selection board uses the folder to nominate the three top candidates in his unit. Each escort in charge of a national special activity also must complete the folder nominating the top three cadets attending the activity.

Farewell Party

BOULDER, Colo.—Approximately 100 CAP members and guests attended a farewell party recently for Col. Frank L. Swain who has resigned as the commander of the Colorado Wing because of business reasons.

A pilot with United Airlines, Colonel Swain has been transferred to Los Angeles.

Pilot Who Failed to Close Flight Causes Massive CAP Aerial Search

SANTA BARBARA, Calif.—A pilot who forgot to close his flight plan caused a flurry of activity for Civil Air Patrol members of the California Wing operating from two search bases in the state recently.

Aerospace Rescue and Recovery Services called CAP aerial SAR teams into the search for an aircraft missing on a flight from Van Nuys to Palo Alto.

Although the weather was good the day the plane departed, it was overcast and raining during the search effort.

CAP pilots flew five sorties out of search bases here and Salinas with the flights concentrating along the pilot's intended route up the California coastline.

The first flights were dispatched when 1st. Lt. Bruce Gordon, CAP, mission coordinator, was notified that the plane was found and the pilot safe.

Embarrassed but safe, the pilot and his passenger were found at the destination airport after a third ramp check.

The pilot, who had just purchased the plane, had reportedly parked it in a hangar instead of the transient parking line.

"This should be a strong reminder to all pilots that closing your flight plan is as important as filing one," officials stated.



CHRISTMAS CHEER GIVEN—The children of Miami Sunland Training Center were entertained at a Christmas party in December by cadets from Florida Wing. Among the cadets involved in feeding the youngsters (from left) are Cadets Susan Pagey, Carol Rosch of Miami's All Girl Squadron and Cadet Lt. Col. David White, Florida Wing council chairman. (Photo courtesy of the Florida Wing)

Center to Accept Requests For Manuals, Regulations

MAXWELL AFB—In response to thousands of requests from the field, the Education Materials Center (CAP Bookstore) is now accepting orders for copies of CAP regulations and manuals.

CAP members may purchase current directives (applicable to squadrons and flights) as individual items or on a subscription basis.

The availability of a regulation or manual is dependent upon item being in print and current as determined by the office of primary responsibility at Hq CAP—USAF.

Regulations, regardless of the number of pages, may be purchased for \$0.30 each.

Prices for manuals vary:

CAP 20-1	\$1.00	CAP 50-11	\$1.00	CAP 67-1	\$0.50
CAP 39-1	\$1.00	CAP 50-15	\$1.00	CAP 67-4	\$0.50
CAP 50-5	\$0.75	CAP 50-16	\$1.00	CAP 100-1	\$1.00
CAP 50-9	\$0.50	CAP 50-20	\$0.50	CAP 173-1	\$0.75
CAP 50-10	\$1.00	CAP 60-1	\$1.00	CAP 190-1	\$1.00

Subscription Service

Members may subscribe to a complete set of regulations and manuals. The first-year cost is \$13.00 and renewals are \$6.50 per year thereafter. The initial fee is for a complete set of squadron/flight level directives and an appropriately identified three-ring binder.

The subscriber will automatically receive changes to directives and new directives as they are published. Changes and new directives will be distributed monthly.

How to Order

Copies of individual regulations and manuals should be ordered on the Bookstore Order Form. Subscriptions also should be ordered on the Bookstore Order Form; in the body of the order form enter the address to which future changes and new directives should be mailed.

If the Bookstore Order Form is not available, orders and subscriptions will be accepted in letter form. All requests must be accompanied by check or money order. Purchase orders will be accepted immediately. Subscriptions must be submitted as a single item. DO NOT COMBINE with other items. These are not subject to discount.

In the event a directive is in the process of being rewritten for near-future publications, the applicable portion of your order will be placed in 'back order' status and furnished at a later date.

CAP cadets are reminded that the greater portion of squadron/flight level directives will be in their Phase III and Phase IV achievement packets.

Pamphlets and leaflets are not considered directives and are not part of the subscription service.

Group V Starts Rank Bank For CAP Insignia Seekers

INDIANAPOLIS, Ind.—Group 5, here, has started a repository for no longer needed insignia of grade.

Squadron to Use Link Trainer

CHINCHILLA, Pa.—Abington Heights Squadron 208, Pennsylvania Wing, signed an agreement with the Abington Heights School District for the joint use of the Link Trainer at the local high school.

The idea came out of the recent promotion of the group inspector, Capt. Larry Hearn, who found he had an excess of first lieutenant bars he didn't need but was unable to locate any insignia for his new grade.

All officers have been asked to donate any old insignia that they may have. "We hope to eliminate some of the cost of promotions and make grade insignia easier to locate particularly for our warrant officers," stated Lt. Col. Alan F. Trester, group commander.

National Staff College Planned Aug. 8

MAXWELL AFB, Ala.—The fourth annual National Staff College will be conducted here, Aug. 8-14, for 200 commissioned officers, warrant officers and Spaatz award winners understudying a senior member staff position.

The National Staff College objective is to develop more effective CAP commanders and

staff members by offering a program based on experience in all aspects of the CAP program. The curriculum is divided into three areas.

The first is devoted to the personal development of the individual. Guest lecturers from the Air University will give presentations on communicative skills, instructional techniques,

leadership principles and group processes.

Part two deals with the commander, his staff and the mission. It is a comprehensive analysis of the CAP mission and in response to suggestions from previous classes, will include expanded presentations from National Headquarters personnel.

The third part of the course will investigate the nature of aerospace. Students will hear guest lecturers and discuss the achievements, potential and promise of the aerospace age in which we live.

The National Staff College will be housed in the Air University's Squadron Officers School with the use of all its audio-visual facilities. Attendees will be housed in the student dormitories on Maxwell's Academic Circle.

Application for the staff college should be by letter to Headquarters, CAP-USAF (DOT). A copy of the application should also be sent by the applicant to his wing commander.

The following format must be used by applicants:

a. Name, rank and CAP serial

number

b. Home address

c. Sex

d. CAP unit and charter number

e. Unit strength (Cadet)

f. Unit strength (Senior)

g. Present position in CAP

h. Number of years in CAP

i. Educational background

NAR Revises Code

MAXWELL AFB, Ala.—The National Association of Rocketry (NAR) has published a revision supplement to the 1967 edition of its U.S. Model Rocket Sporting Code.

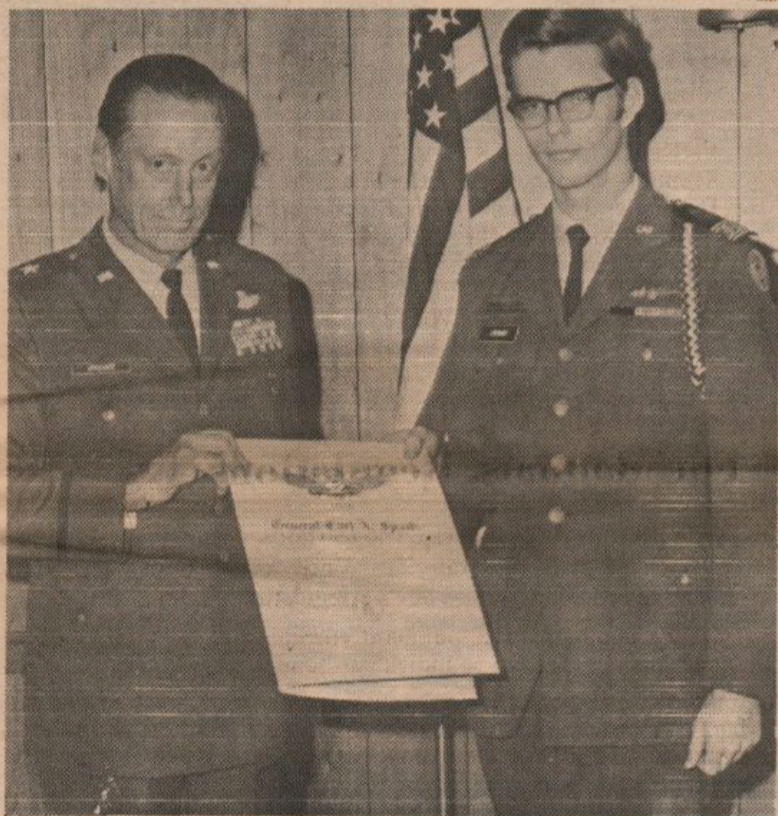
Civil Air Patrol Manual 50-20 includes NAR's 1967 Code but National Headquarters does not plan to revise the manual to include the 1970 supplement.

Members who are taking part in the CAP Model Rocketry Program are encouraged to order the 15-page, 50-cent supplement direct from the NAR. The address is P.O. Box 178, McLean, Virginia 22101.

Commanders Evaluate Current CAP Mission

WICHITA, Kans.—Commanders from 49 units reported here Jan. 23 for the Kansas Wing Commander's Call to evaluate all current operations of the Civil Air Patrol program in the state. Addressing the commanders was Lt. Col. Ernest M. Green, CAP, wing commander.

Sessions opened at 1 p.m. at the Kansas Wing Headquarters at 535 North Market and included examination of 16 major operational phases in the units ranging from maintenance of aircraft, vehicles and material, to emergency services capabilities, communications readiness, testing programs, chaplain staffing and finance.



SPAATZ AWARD RECEIVED—Cadet Col. John W. Stewart of Delaware Wing's Brandywine Cadet Squadron receives the CAP Gen. Carl A. Spaatz award from Brig. Gen. William W. Spraupe, Delaware Air National Guard's adjutant general. The son of Mr. and Mrs. Paul M. Stewart of Pembry, Del., is a junior at the University of Delaware, majoring in mechanical engineering. He is the 130th cadet to achieve the highest honor in the CAP Cadet program. (CAP Photo)



DEADLY PLAYMATE—CWO Charles J. Grandy, CAP, of the Cutler Cadet Squadron, Florida Wing, shows a class of cadets attending the Glades Ranger and Survival School the fangs of a water moccasin to illustrate some of the dangers encountered in the wilds. Assisting in the demonstration is Cadet Bob Dehnert

(right), who makes sure of his grip of the reptile. The class, under the command of Capt. Fred P. Graham, is held one weekend each month in the Florida Everglades for wing personnel involved in ground search and rescue missions. (CAP Photo from the Florida Wing)



SPONSORS RECEIVE CERTIFICATES—The sponsor committee members of the Burges Cadet Squadron at El Paso, Texas, receive Civil Air Patrol Sponsor certificates from C/Capt. Leonard Shimsock at a ceremony at Ft. Bliss Officers Open Mess. Committee members (from left) are Lt. Cols. Frank McKinney, USAFR, Gary Presemer, USAF, Cols. Cecil

C. McFarland, USAF Ret., Fred R. Lafferty, USAF Ret., Brig. Gen. M. I. Marks, USAF Ret., M.D. and Lt. Gen. Howard A. Craig, USAF Ret. Colonel McFarland is committee chairman, Burges Cadet Squadron advisor and an aerospace teacher at Burges High School. (CAP Photo)

Kentucky Cadet Earns Scholarship

LOUISVILLE, Ky.—Cadet Lt. Col. David W. Stamps of the St. Matthews Composite Squadron, here has been awarded a two year Air Force ROTC scholarship.

A student at the University of Louisville, Stamps won the award in competition against other ROTC cadets at the University. The award was for academic achievement and potential.

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WHAT'S A LEFT DOWNWIND?

(Reprinted from "Aerospace Safety")

The following exchange took place at a major airport serving all kinds of private, commercial and military traffic. It vividly illustrates why pilots must keep their "head out of the cockpit," especially around airports. (*The identification of the light aircraft has been altered. Ed.*)

1627—Honolulu Tower: Cessna 123 report left downwind, Runway 4.

1628—Honolulu Tower: 123, report left downwind Runway 4. Over.

Cessna 123: Roger, this is Cessna 123. Please repeat and explain.

Honolulu Tower: Cessna 123, what is your request?

Cessna 123: I don't know what you mean by what you said.

Honolulu Tower: What do you want? Do you want to come in for a landing?

Cessna 123: Yes.

Honolulu Tower: O.K. I want you to report on the left downwind for Runway 4. Over.

Cessna 123: On a left downwind? I don't know what you mean.

Honolulu Tower: You don't know what a left downwind is?

Cessna 123: No.

Honolulu Tower: O.K., where are you now?

Cessna 123: I am coming over the golf course.

Honolulu Tower: O.K., you want to turn right and fly a southwest heading.

Cessna 123: O.K.

At this time another aircraft intervened: I am over the golf course and I don't see him.

Honolulu Tower: Cessna 123, rock your wings.

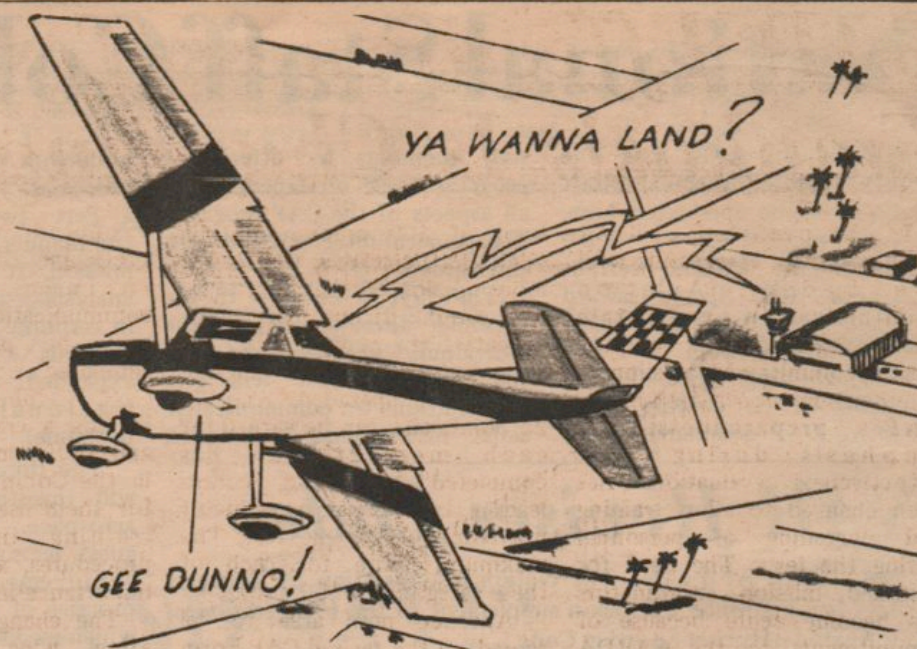
Honolulu Tower: Cessna 123, rock your wings. Over.

Cessna 123: Roger.

Honolulu Tower: O.K. I have you in sight. Come toward the tower and fly your present heading. I will tell you when to turn.

Cessna 123: Roger.

Honolulu Tower: Cessna 123,



turn right to a southwest heading now. Southwest about 220 degrees. Over.

Cessna 123: Roger.

Honolulu Tower: Cessna 123, do you see the Cessna ahead and to your left on a base leg over the Hickam Golf Course? Over.

Cessna 123: I can't see what you mean—over the Golf Course.

Honolulu Tower: Do you see the Cessna over the Hickam Golf Course about to turn over Runway 4? Over.

Cessna 123: I can't spot him. The sun . . . There he is. Yeah!

Honolulu Tower: O.K. Follow him. Wherever he goes, you go. You can start a base leg anytime.

Cessna 123: Roger.

Honolulu Tower: Cessna 123, clear to land Runway 4R. Land on the same runway the Cessna did.

Cessna 123: Roger.

Heads up! ★

Contributed by:
Maj Thomas E. Boyle,
6486th Air Base Wing.

Winter May Be Waning But Weather Still Here

The peak of the winter season is past and spring may be just over the horizon but regardless of ground-hog predictions a lot of winter weather is yet to be endured.

The weather can still be pretty unpredictable with nasty storms yet to come so this is no time to get complacent and ignore good winter flying practices.

If you've been flying pretty regularly throughout the winter, the time may be ripe for a twinge at the old safety nerve. If your flying has been somewhat curtailed during the worst part of the winter, it would be wise to review some winter flying tips as you're lured into the air by the improving weather.

Whatever the situation, the following checklist is printed hopefully to help you through the rest of the winter flying season:

1. Remove any ice, snow or frost from aircraft prior to flight.
2. Be alert to snow-covered obstructions on the ground.
3. Remain aware of braking conditions caused by ice and snow.
4. Keep fuel tanks full to avoid moisture condensing inside them when aircraft is stored, regardless of length of time in storage.

5. Carefully inspect heaters and mufflers for cracks—carbon monoxide is deadly.

6. Be alert for fire when starting overprimed engines—have proper equipment on hand with personnel to operate it.

7. Keep windshields clear. Frosted or fogged-over windows can lead you into hazardous circumstances.

8. Winter brings high, gusty winds, and calls for caution in taxiing, take-offs, and landings. Do not exceed pilot or plane limitations.

9. Be alert for rapid weather changes, often unforecast.

10. Avoid scattered snow showers, they may be quite heavy in intensity, and result in instrument conditions.

11. Avoid prolonged power-off approaches; engines cool rapidly and may not respond when power is needed. Use power approaches when feasible.

12. Use extreme care when landing; drifting snow may leave deep ridges, often not noticeable from the air. Use soft field techniques when landing in snow of any amount.

13. If in doubt about the surface conditions, whether taxiing off, or landing, don't do it.

14. Winter flying can be fun and safe, if we are careful and plan ahead.

Hawaii Involved In CD Exercise

HONOLULU, Hawaii—CAP squadrons throughout the state participated in a Civil Defense emergency exercise staged recently.

This was the first time that a CAP-CD exercise held in Hawaii required the relocation of CAP squadrons.

Members Graduate From ARRS Search And Rescue Course

RICHARDS-GEBAUR AFB, Mo.—Thirty-three members of seven Civil Air Patrol wings graduated recently from the second rescue operations seminar conducted here by members of the 43rd Aerospace Rescue and Recovery Squadron.

At the one day seminar were CAP members from Colorado, Kansas, Minnesota, Missouri, Nebraska, North Dakota and Wyoming. Each individual attending was directly responsible for some vital role in aerial search and rescue

operations conducted in his home state.

The first of such seminars was conducted last November for 24 members of the New Mexico Wing.

In all 18 states are scheduled to participate in the seminars, a pioneer effort launched as a national first by the men of the 43rd. Overall project officer for these seminars is Capt. John Cody, USAF, a rescue controller with the 43rd ARRS.

A study completed earlier this past year indicated a large degree of success in SAR efforts. Lt. Col. A. C. Neimeyer, search and rescue, explained that it was noted that through improved methods of notification, communication and mission procedures, perhaps more lives could be saved.



SECTIONAL CHART CHECK—Col. Fred Wood (left), Indiana wing commander, 1st. Lts. Vern Opelt, information officer and William Welch, executive officer, go over a sectional chart before going on a training flight over Indiana. (CAP Photo)

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SAR Effectiveness Test Emphasis Is Changing

In the past year, Civil Air Patrol, through agreements with the Federal Aviation Administration and state aviation agencies, has accepted greater commitments in support of their missions. To insure CAP's preparedness, the emphasis during SAR effectiveness evaluations has been changed to allow training and upgrading of personnel during the tests. The need for qualified mission coordinators has become acute because of commitments to the SARDA Plan, for example.

Criteria for the National Commander's Evaluation have been changed to award points for training accomplished both before and during the evaluation. A wing will now receive 100 points for the test regardless of the total test score. Points gained in other areas will now reflect the training achieved during the mission.

For example, in order to provide adequate training situations, multiple operating locations are encouraged and 25 points are awarded in the Commander's Evaluation for each operating location up to a

total of 100 points. Multiple operating locations will allow more mission coordinators to be upgraded during the test. Twenty-five points also are awarded for each mission coordinator upgraded. Another 25 points also can be earned for each member who has completed a training course leading to mission coordinator upgrading before the test. The maximum score for each of these categories is 150 points.

Another new area to be scored on the revised CAP Form 12 will be the exercising of ground rescue teams. This important aspect of the SAR mission was not tested before and ground teams will be

expected to demonstrate proficiency in their tasks to include air-to-ground communications. They should also be prepared to treat simulated casualties.

SAR objectives will now include a crash locator beacon and 100 points will be awarded in the Commander's Evaluation for their use. This will afford training in beacon search procedures, an area of growing importance in search and rescue.

The change in emphasis will allow wing commanders to improve their SAR capability during effectiveness evaluations without hazarding their score on the National Commander's Evaluation.

... FLYING NOTES ...

Most of the material on these two pages (pages 12 and 13), of interest to pilots, is supplied by the Directorate of Operations at CAP National Headquarters and is taken, in part, from FAA publications and directives.

JUST MENTION FLAPS TO START ARGUMENT

If there is any one thing that will get an argument started in a group of pilots, it's flaps.

How much flap should be used on final approach? Should they be used for take-off? What about gusty winds and short field landings? Ask these questions of 10 pilots and you may get 12 different answers when they're through hedging with "unless," "except when," and "if."

Why this flap about flaps and why don't pilots agree on a set procedure?

To begin with, there is no set procedure on when to use flaps or how much when you do. For example, the Cessna 150 before landing checklist specifies "wing flaps—as desired below 100 mph." Except for the airspeed limitation that's about as non-specific as you can get. No wonder people disagree.

Further back in Section II, the 150 owner's manual says that 10 degrees of flaps will shorten the ground run distance approximately 10 percent but the advantage is lost in the climb to a 50-foot obstacle. Therefore 10 degrees of flaps should only be used for minimum ground runs or soft fields with no obstacles. Flap settings of 30 and 40 degrees are never recommended for take-off.

Why should a few degrees of flap shorten the ground run and why is the advantage lost when there's an obstacle to climb over? Why not 40 degrees of flap for take-off? These questions are best answered by explaining how flaps work.

Let's start with some basic aerodynamics. A wing gets most of its lift because of its camber,

a measure of the curve of an airfoil seen in cross section. Basically, the greater the camber the greater the lift. This is very nice, but like everything else, you never get something for nothing and while lift increases with camber, so does drag. Unfortunately, drag goes up faster than lift.

So the airplane designer has to make one of many compromises when he designs the wing. To achieve a tolerable cruise speed with the thrust available he has to sacrifice lift to reduce drag. Of course it's also desirable to land as slowly as possible so the ideal situation would be to have two sets of wings, one for cruise and one for landing.

This is where flaps come in, or should we say go out. When you lower flaps you're actually changing the shape of the airfoil; increasing the camber and getting more lift. Since flaps are USUALLY used during landing approaches (notice that we're hedging too) you're more interested in slowing the aircraft and the drag can be compensated by power.

Besides lowering the landing speed, the use of flaps also makes steeper approaches possible, again the result of the added drag. The angle of descent can still be adjusted by using power, though.

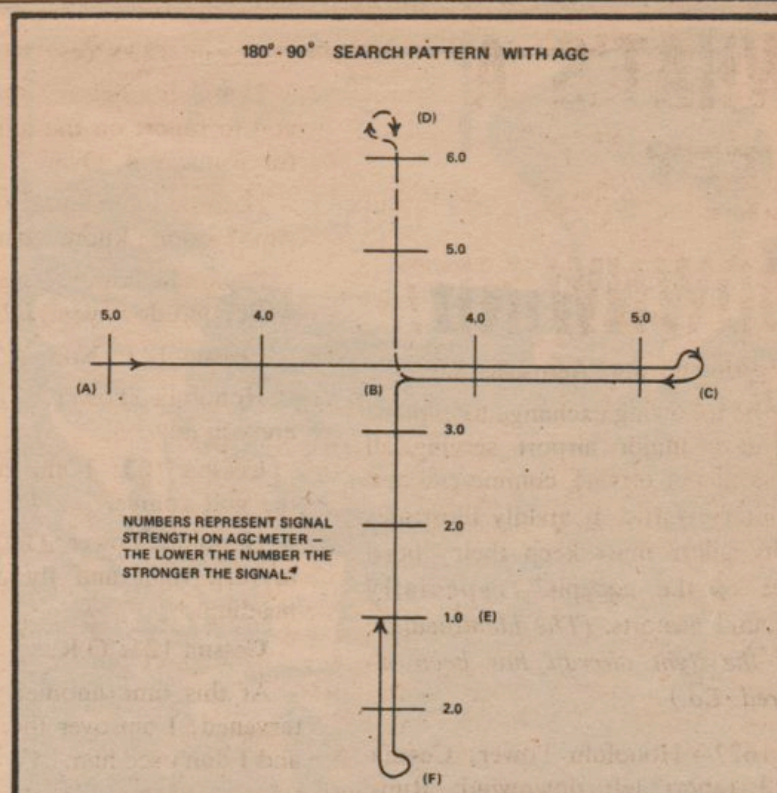
By now you may be asking, "If flaps create all this drag, how come 10 degrees of flap will shorten take-off rolls and why are they recommended for soft field take-offs?" The answer is easy—because the flaps reduce the drag! Sounds like double-talk—but remember

there's drag and then there's drag. There's induced drag, the penalty paid for lift caused by camber. There's parasitic drag from skin friction and anything else that disrupts the airflow. During take-off roll you also have landing gear drag caused by the wheels being in contact with the ground. In soft snow or rough ground this landing gear drag will be the real booger that keeps you from accelerating to liftoff speed and makes short runways shorter. The other forms of drag will be less important in this case so any way to get weight off the wheels will help. How do you decrease weight? Lift it by increasing the camber.

Since 10 degrees give the best lift to drag ratio you'll reduce the landing gear drag more than you'll increase the induced drag and get airborne earlier. Remember though, that once airborne, landing gear drag drops to zero and the greater induced drag from the flaps will lower your rate of climb, hence the admonishment about the 50 foot obstacle in the owner's manual.

One final topic: flaps and crosswinds.

We've already noted that using flaps makes slower landing speeds possible. However, don't forget that lower airspeeds mean lower dynamic pressures on the control surfaces. In practical terms this means the ailerons, elevators, and rudder are less effective and it takes more movement to correct for sudden wing gusts. So when using flaps while landing in rough air or crosswinds be even more alert than usual.—(DOT)



Beacon Search Easy With An AGC Meter

(NOTE: The following article is reprinted from the August 1970 issue of Civil Air Patrol News to reemphasize beacon searches in preparation for the new SAR Effectiveness Evaluations.—(DOT)

This article, the second on procedures for finding a downed aircraft which has a locator beacon installed, covers the "180-90 degrees" search pattern.

The pattern, similar to the one previously described which used only a radio receiver, also is based on varying signal strength but requires an additional device in the search aircraft. This is a simple AGC (automatic gain control) meter.

The meter gives a visual presentation of the signal strength being received. By flying the indicated search pattern the AGC meter-equipped search and rescue aircraft can fly to the point of strongest signal strength—over the beacon.

Referring to the diagram, the procedure is as follows:

1. The pattern begins at Point (A) where the emergency beacon signal is identified and the AGC value notes.

2. Hold constant heading and altitude while recording location and AGC values at periodic intervals on any appropriate chart.

3. Aircraft will pass through area of maximum signal level (B), and continue to the point of signal fadeout, (C).

4. Conduct a 180-degree turn and return to the point of highest signal level, (B).

5. Conduct a 90-degree turn either right or left.

6. If signal diminishes, conduct a 180-degree turn and return toward the beacon, (D).

7. After passing over the area of highest signal level, (E), continue past approximate beacon's location to obtain a definite decrease in signal level.

8. Conduct a 180-degree turn and return to point of highest signal level for intensified search.

In mountainous terrain where the beacon signal may fluctuate, the pattern may have to be repeated on different headings to locate the beacon accurately.

The pattern also can be used by aurally measuring signal strength but the AGC meter gives a more sensitive indication.—(CPOT)

CAP Officers Are Graduated From Air University Course

MAXWELL AFB, Ala.—Three Civil Air Patrol officers were graduated from the Allied Weapons and Space Orientation Course here on Jan. 8.

The course, which was presented by the Air University Institute for Professional Development, provided students with a general understanding of U.S. space and weapons programs. The five-day course included instruction on physical laws governing space flight, propulsion systems, and conventional weapons employment.

Civil Air Patrol attendees were Lt. Col. Axel Altberg, of the Alabama Wing; Lt. Col. Eugene McCordle, of the New

York Wing; and W.O. Casimir Mroz of the Illinois Wing.

A bonus for the CAP members was meeting and exchanging views with their fellow students, allied officers from 14 different nations. The class included officers from Bolivia, Republic of China, Denmark, Ethiopia, Greece, Indonesia, Iran, Korea, Laos, Lebanon, Malaysia, Thailand, Turkey and Vietnam.

A limited number of spaces for the class meeting April 26 through April 30 will be available to Civil Air Patrol officers. Interested members should apply by letter through their wing commander to National Headquarters. (DOT).



AMERICAN SPIRIT MEDAL AWARDED—Airman Michael E. Weaver, the former cadet commander of the North Syracuse Cadet Squadron, New York Wing, receives the American Spirit Honor Medal from Maj. Thomas E. Randall, USAF, at ceremonies at Lackland AFB, Texas. Selected from approximately 1,000 basic airmen at the Air Force training installation, Weaver earned the medal for demonstrating leadership and best reflecting the American spirit of honor, loyalty and high example to comrades in arms. The American Spirit Honor Medal is sponsored by the Citizen's Committee for the Army, Air Force and Navy. (Air Force Photo)

Tree Sale Nets Cash For Fund

ASHLAND, Ore.—Presentation of certificates to four outstanding cadets, discussion on finances and new training program highlighted the recent Ashland Squadron meeting at Walker elementary school.

Certificates of proficiency as small aircraft ground handler, traffic director and fireman were received by cadets James Cady, Jeff Peterson and Hugh F. Simpson. Cadet Mike Lockridge received his certificate for communications and electronics. Cady also was promoted to captain.

Major John J. Cady, squadron commander, reported the unit earned \$500 on the sale of Christmas trees bringing the building fund total to \$1,200.

SM Ed Nelson, senior cadet training pilot, presented the safety code of the American Society of Engineers to the cadets, explaining the meaning and necessity for observing good safety practices. Capt. Sue Cady, senior executive officer, explained the record keeping procedures required by the new training program.



HIGH FLYER—Capt. Larry Loos (center), Eastern Kansas Group model rocketry project officer, explains the ejection change of the Cherokee D-powered model to cadets MSgt. C. Ned Keller (left) and C/B Edward Michael, at a meeting of the Miami County Composite Squadron. Loos was recently appointed state director for Kansas, Mo., for the Mid-America Division of the National Association of Rocketry (NAR). Through the help of NAR's Midwest Rocket Research Association, six squadrons in Group VII are establishing an NAR section in Overland Park. (CAP Photo by MSgt. Wayne Philipp, Johnson County Composite Squadron)

Book Store Announces Ending of Discounts

MAXWELL AFB, Ala.—The Educational Materials Center has announced that discounts now being allowed on orders from the Center will be discontinued beginning Mar. 1.

Individuals or squadrons who deduct the discount from orders on and after Mar. 1 will be sent a debit memorandum requesting full payment.

The discount, originally offered to encourage bulk

orders, is being discontinued as a result of the new program's requirement that materials be ordered in individual packets.

Cadets Awarded, Win Promotions

DOYLESTOWN, Pa.—Ten Doylestown Cadets received the Gen. J.F. Curry Award and their promotion to Cadet Airman after completing Phase I of the CAP Aerospace Education Program recently.

The cadets now enter Phase II, which is a six category self-study program leading to the Gen. Billy Mitchell Award. After completing Phase II and receiving the Mitchell award cadets may apply for scholarships, flying encampments, International Air Cadet Exchange and many other programs.

The cadet program is conducted by cadets for cadets, under the supervision of qualified senior members.

Squadron Engaged In Letter Drive

WATERBURY, Conn.—The Waterbury-Wolcott Composite Squadron of the Connecticut Wing participated in an important project in response to President Nixon's request for support of the letter writing appeal by all Americans asking humane treatment for American POW's and MIA's.

Maryland Mourns Loss of Captain

FREDERICK, Md.—Capt. Clinton K. Hughes, a member of the Frederick Composite Squadron, Maryland Wing, died Dec. 29, after suffering a severe stroke two days earlier. He was 56 years old and a CAP member nearly 10 years.

He joined in February 1961 and served as supply officer, ground rescue officer and active advisor and participant in Maryland Wing's Ranger program where he taught ground rescue techniques to Frederick Squadron personnel.

A communications enthusiast, he served as a net control station monitor for most of western Maryland and established and operated a daily net for the Frederick-Hagerstown area—the only daily net within the wing conducted at squadron level.

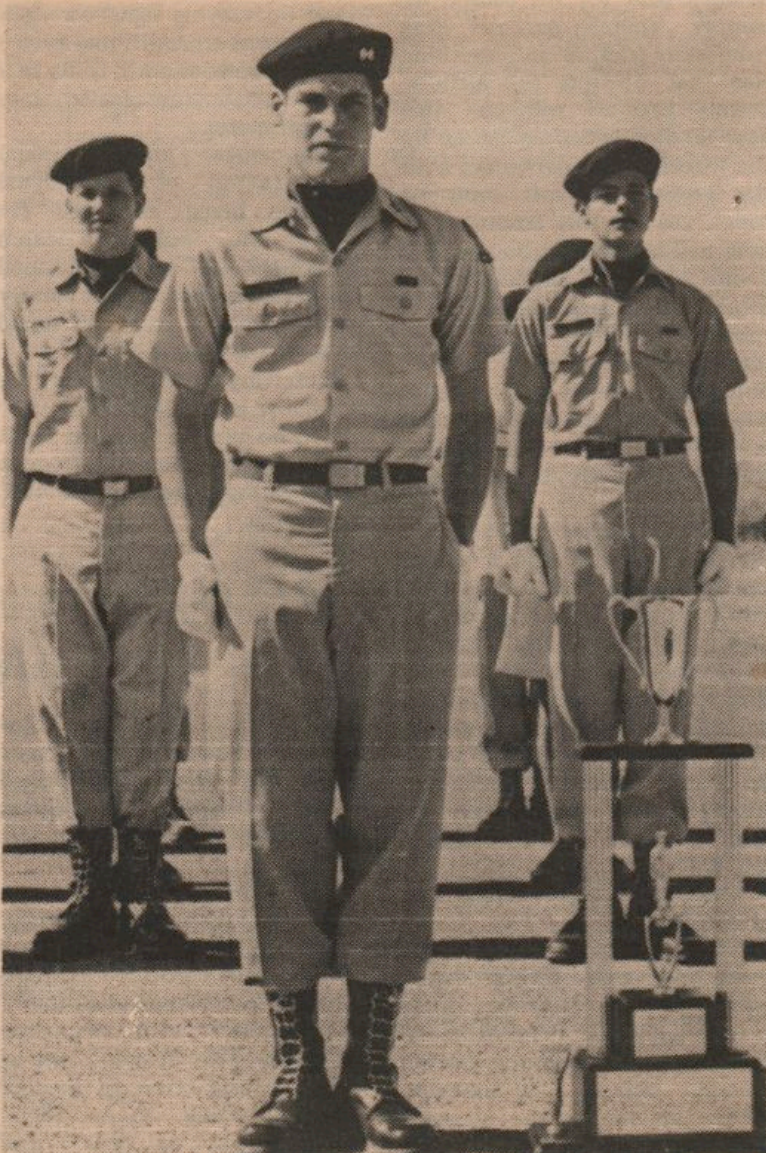
During his career, Captain Hughes participated in more than 50 REDCAP, SAR and Civil Defense missions. He earned the Senior Member Certificate of Proficiency and the CAP Meritorious Service Award in 1968.

A man who practices his training, he was credited with saving life on several occasions. He once rescued a child from a burning house when he came on the scene while delivering mail, and in 1969 helped save another child's life by rushing it to hospital in a snowmobile he borrowed to accomplish the mission in a severe snowstorm.

The same year, the U.S. Coast Guard cited him for his efforts which ultimately led to the rescue of eight crewmen aboard a yacht stranded in the Bay of Fundy between Nova Scotia and New Brunswick. Captain Hughes picked up a distress call on his

Citizens Band radio and relayed the call that resulted in the crew being rescued by Coast Guard.

Captain Hughes is survived by his wife, two children and one grandchild.



WINNERS—Members of the New Mexico Wing's Thunderbird Cadet Squadron display the trophy they won in a recent state-wide drill competition. The team was judged the best in military inspection, standard and freestyle drill phases of the competition. (CAP Photo)

Doctors Respond To Advertisement For CAP Service

AMARILLO, Texas—More than 30 medical doctors have responded to advertisements placed in nine leading medical/osteopathic journals and shown interest in volunteering their services to units in Civil Air Patrol.

Behind the drive to recruit the doctors is Lt. Col. Gerard K. Nash, CAP, medical officer of Headquarters, Group 1, Texas Wing, who placed the advertisement in the journals.

Colonel Nash said the names of the individuals who responded to the advertisement will be sent to the appropriate wings who in turn will provide the necessary information on the CAP programs and activities.

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CAP Announces Award Winners

The following is a list of Amelia Earhart and Billy Mitchell award winners for December.

Amelia Earhart Awards — 14 B/F

Northeast Region

Arthur P.H. Dammers, Brian G. Everhart, Eugene G. Kempey, Anthony Scalise, Mary A. Cseselka, Ross F. Schriftman, Kenneth L. Hummel, Bruce E. Matheny and Raymond G. Wells.

Middle East Region

Douglas M. Stephenson, Kathleen A. Fleeger, Melanie R. Morrison, Michael A. White, Jeffery A. Hunt, Kevin E. Davenport, Thomas D. Moffitt, Sheldon L. Kociol, Jeffrey M. Rubin,

Steve D. Berry, Mitchell I. Lewis, Mark T. Matthews, Thomas S. Matthews, Lavern H. Pabst Jr., Robert L. Smith, David W. Hoover, Frank A. Toth, Joseph C. Bateman and Joel W. Miller.

Great Lakes Region

Bert M. Bassford, Dan W. Helsper, Larry E. Kase, Terry A. Kase, Terry A. Wales, James M. Bartel, Mark D. Lehrman,

Kevin E. Bennet, John M. Pintar, Scott M. Boiko, Peggy A. Kudla, Steven Caron, Terence Keller, Ricky L. Turney, Randy Glenn, Brian W. Radcliffe, Robert L. Pollock,

Patricia A. Zitella, Alan D. Moran, Lonnie S. Keene, James A. McGowan, Frank E. Pleli, David H. Spenner, John W. Zacek and Michael E. Luty.

Southeast Region

Bruce A. Clark, John J. Crowley, Alan T. Hasemeyer, Walter L. Kennedy, Thomas L. McCrickard III, Kenneth W. Murphy, Cary E. Taylor, David L. Wilkerson, James W. Reagan,

Andre M. Dallau, Raymond E. Bence, Daniel Bess, Donna Rofmy, Bertram S. Lipsey, Glenn Nash, Debra A. Newman,

Susan E. Oldham, Jerry R. Waller, Michael R. Roitman, Robert M. Byers, Warren S. McEaehern, Douglas G. LaVerne, Dennis N. Dodd,

Charles H. Tollett, Melvin S. Ball, Gilberto Bracero, Francisco Rivera, Myrna M. Rivera, Victor E. Menendez, Jorge A. Esteban, Eloina Ortiz, Violeta Camacho, Reinaldo Franqui, Rosalina Ramirez, Jose A. Rodriguez, William Rodriguez, Nelly Tirado and Santa Vargas.

Johnnie Morales, Buddy W. Candelario and Jose Ralat.

North Central Region

Robert S. Lentz, Charles G. Volk, Bruce A. Lafferty, Armando H. Jones, Kendrick Blais, William A. Ludwig, Gene McClain, Robert G. McKim, Katherine A. Marts, Carol A. Polhemus, Gary L. Copsey and Maureen B. O'Reilly.

Southwest Region

Philip J. Gerke, Dale E. Bernelle, David E. Brassfield, Robert L. Richardson, Robert C. Krust and Arnie R. Mengel.

Rocky Mountain Region

Edward D. Frushour, Helen M. Bischoff, David R. Brock, Faith S. Hamilton, Brian G. Andreja, George R. Cooper and Richard A. Phelps.

Pacific Region

Mark L. Lupfer, Jonelle M. Ropolo, Gregory G. Bruno, Bruce P. Jackson, Michael E. Bohne, Kenneth L. Hartwell, Phillip L. Stephenson, Daniel Miyashiro, Dan M. Toyofuku, Myles Azeka, John H. Campbell, William B. Richardson Jr. and Kenneth A. Ferrara.

BILLY MITCHELL AWARDS — 15 b/f

Northeast Region

Robert F. Henry, Roby T. Haste, Al E. Ferreira, Gary M. Hinchliffe, Raymond R. Pronovost, Maureen E. Crowley, John M. Cunningham, Henry J. Rac, David M. Lucas, Susan E. Schultz, Suzanne B. Rapp, Robert P. Beyette, Eileen M. Dunn,

Jeffrey M. Blasuzzi, Richard W. Wegman, Steven D. Compton, Edward Chin, Paul H. Jarnutowski, Robert F. Yanichko, Francis D. Perri, Edward F. Fulmer, Joseph C. Hrin, Steven S. McConnell, Mary E. Scott, Cheryl L. Swope, Larry S. Draper,

Hugo A. Ficca Jr., Thomas A. Frye, Joseph A. Miller, Warren D. Levine, John R. Davis, Gary J. Salamon, Russell D. Sanders, Collin J. Shrift, Warren A. Hyman, Sharon K. Mazzocca and Paul R. Zito.

Middle East Region

Joseph A. Schroedel, Mark A. Sweeting, John P. Vinciguerra, Lloyd W. Warrington Jr., Donald D. Wyman, David J. Martin, Jean M. Hayden, Gary C. Hartlaub, Gregory H. Cook, Don H. Lloyd, Larmon M. Smith, Milton T. Siler, Montrose A. Waters, Angelya M. Hunt, Keith E. Davenport, George W. Anderson, Stanley M. Edwards, Jerry M. Moorefield, Timothy J. Sullivan, Robert L. McKinney,

Preston E. Wilson, Jan A. Brittingham, David P. Dunn, George D. Ritenour, Deborah A. Dalton, Walter T. Burham, Benjamin W. Turner, Virgil G. Hughes, Barbara L. Widman, Richard E. DeBusk,

Cynthia J. Arbaugh, Carl D. Brewer, Randall J. Bumgardner, Vicki L. Kennedy, Ronald L. Bowman, Robert L. Smith, Donald A. Jamison, David H. Schultz, Wanda G. Trent, Barbara A. Weed and James B. Guice.

Great Lakes Region

Eugene J. D'Ambrosio, Harold F. Wilkinson, David W. Knieriem, Joseph J. Sulter, Don A. Garee, Mark Signorelli, Paul Signorélli, Michael P. Murray, Denise M. Steele, Kathleen A. Hager, Paula Higgins, Leonard A. Palka, Yvonne H. Verburt,

Jon R. Offringa, Robert B. Kolanowski, Carlos M. Villanova, George G. Bordon, Gerald D. Wyatt, John D. Wyatt, Brenda F. Glenn, Leonard J. Homola, Thomas R. Reed, Patricia A. Barnes, Patricia L. McShane, Steven M. Shelton, Matthew J. McDermott, William J. Sherron, Ron L. Heck, Ronald G. Henard, Howard M. Marer, Timothy T. Prill, Daniel C. Schroeder, Gregory D. Sellers, Julian L. Shepard, Robert W. Hagadorn, Charles E. Lovejoy, Donnie L. McClain,

William D. Robinson, Paul C. Lockey, Patricia G. Newton, Katherine A. Baran, Ronald B. Baran, Michael J. Geiger, Richard R. Schimizza, Denise J. Sheibels, Vikki P. Bessler, Bruce W. Beauvaia, Paul E. Watson, Michael J. Martin, Charles B. Bradley, William A. Boik, Robert W. Hunter, Robert S. Hasty, Roger Young, Gordon M. Powell, Paul M. Bergstrand, Frederick M. Brill, Shelly J. Thompson, Vicki I. Vannorsdall, Timothy M. Rannels,

Randall D. Hurst, Jeffrey M. Sponseller, Daryl H. Luock, Jean Witthuhn, Paul E. Kuche, Jo A. Wierzchowski, Elaine T. Fedzykowski, Thomas N. Marciniak, James T. Lima, Kris M. Marheine, Michael T. Borchert, Duane P. Clementson, Brian J. McCann, Thomas J. Nooyen, James M. Luty and Michael J. Undis.

Southeast Region

Preston R. Reynolds, Christopher R. Potrekus, Dana M. Taylor, Daniel R. Batchelor, David E. Goldsmith, Bradley R. Saad, Ray A. White, Catherine M. Worthen, Scott R. Manning, Michael K. Robel, Alan R. Willis, Mike J. Newell, Stephen A. Eubanks, James F. Underwood II, Marguerite A. Morgan,

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Stewart C. Stallings, James E. Faulkner, George F. Burrows Jr., Karen Dickerson, William F. Slater III, Enrique J. Olivieri, Denis Baes, Juan A. Figueroa, Jose G. Gonzalez, Jose A. Batista, Elizabeth Medina, Nilda Santiago, Martita Agosto, Carmelo Ayala, Nelida De Jesus, Ivan Diaz, Edgardo Figueroa, Luis R. Lopez, Alfiandro Miranda, Manuel H. Reyes, Pablo A. Rodriguez, Guillermo E. Santiago,

Reymundo Aponte, Janet Castro, Raul Felicano, Efrén Garcia, Adalberto Gonzalez, Luis Manuel Hernandez, Edwin A. Lopez, Jose A. Ortiz, Luz Nereida Robles, Francisco Rodriguez, Iliana I. Ufary, Noe Valle, Rosa M. Miranda, Mario Morales, Irma Ortiz, Wanda Rodriguez, Rosa L. Torres, Herbert Zayas, Carmen Adorno, Maria Adorno, Jose A. Ayala, Esreva E. Bonilla, Hiram Bosch, Hector Fernandez and Juan J. Guzman.

Southwest Region

Scott P. Culshaw, Robert A. Delucia Jr., Mary E. Odom, Dan D. Will, Sydney L. Chilton, Dennis P. Evans, Edwin B. Fraser, Sheri A. Peevy, Mary J. Vargas, Steven R. Wiley, L. Msall, John T. Nichols, Hardy O. Wilson, Paul R. Cline, Bobby R. Fisher,

Patrick C. Walsh, Leslie M. Dendy, Alton B. Luper, James D. Sandoz, Sharon A. Trayler, Rickey P. Alvarez, Wanda J. Newman, Jeffrey S. Van Doren, Jennye L. Gowler, James W. Tilson, James C. Hall, Dicky C. Wittliff, Reynolds S. Kieter and Albert E. Richter III.

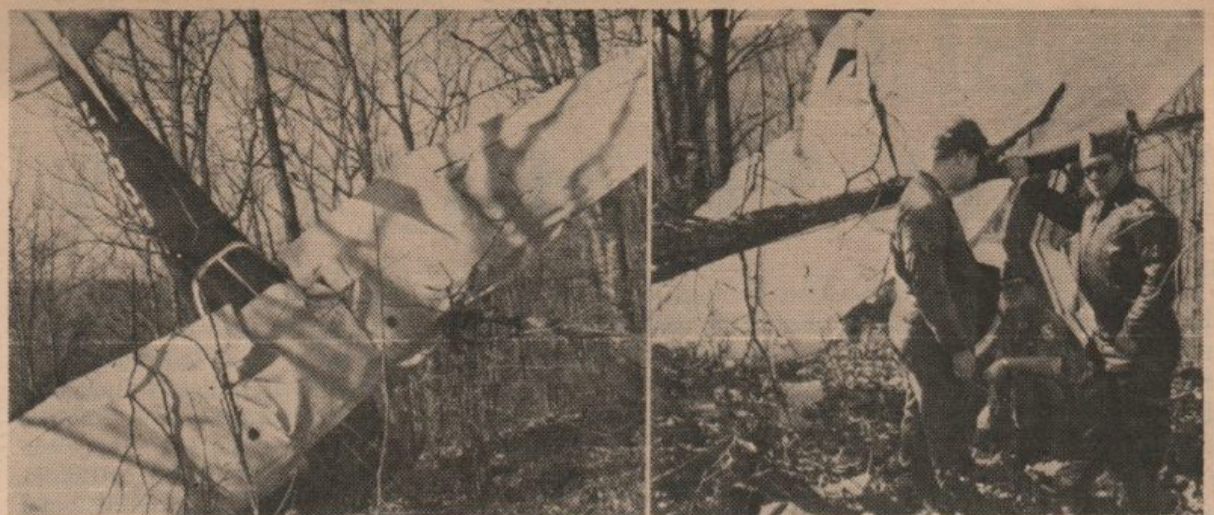
Rocky Mountain Region

Jackie C. Denny, Kenneth L. Koester, Richard E. England, Russell E. Hall, Konrad A. Jagst, Pamela J. Blakeslee, Helen M. Hart, Douglas A. Wiberg, Russell R. Bateman Jr. and Maxim G. Holloway

Pacific Region

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DOWNED AIRCRAFT—Cessna 150 stands on its nose (L). The crash killed the pilot, T/Sgt. Roy McFadden (L), SM Jim Depree (C) and Capt Wilson Rawlings examine the aircraft cockpit atop a wooded hill at Gray, Ky. (CAP Photo)

London Paces SAR For Plane

LONDON, Ky.—Pilots from the London Composite Squadron paced aerial search and rescue activities as the Kentucky Wing became engaged in its first and only massive REDCAP for 1970. Subject of the search was a Cessna 150,

Heaviland Named Group Commander

LAWRENCE, Ind.—Lt Col. Frederick C. Heaviland, CAP, assumed command of Indianapolis Group 5 of the Indiana Wing, during the annual group banquet last month in Indianapolis.

He succeeded Lt Col. Alan F. Trester, CAP, who has held the post since 1964 and has elected to remain on the group staff as executive officer and communications officer.

Before being named Group Commander, Heaviland was group executive officer.

piloted by Jarvis Noe of Albany, Ky., reported five days overdue on a flight from Russell Springs to Albany.

Search planes piloted by CAP SMs Bob Terrell and Ray Reams located the downed airplane atop of a high ridge at Gray, Ky., southeast of London and approximately 100 miles off the scheduled flight pattern. Also engaged in the search was TSgt. Roy McFadden, an observer on one of the two spotter planes.

A ground rescue team from the London Composite Squadron braved freezing rain to climb to the crash site and remove the body to a waiting ambulance.

A qualified flight instructor, Noe failed to file a flight plan before leaving Russell Springs causing CAP search and rescue efforts to be delayed five days.

Credit for tracing the downed airplane in the close proximity of the crash went to Maj. Ruth

Gray, London Composite Squadron's sub-base commander, who received a lead from SM Terrell placing the aircraft far to the east of the expected flight pattern.

The day after CAP teams removed the body, another team led Federal Aviation Administration and Civil Airline Board officials to the crash site to investigate the accident.



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PUBLIC AWARENESS VITAL TO MILITARY

At the World-wide Information Conference, Gen. Bruce K. Holloway offered suggestions to correct the age-old problem—public misunderstanding of the military. Portions of his remarks are reprinted here because they are appropriate and timely in Civil Air Patrol's mission to help keep the American public informed on military matters.

It is understandably difficult for the concerned citizen to know what his military establishment is up to and he is, therefore, frequently easy prey to rumors and distortions from supposed experts. It, therefore, behooves each of us in the defense sector of public service to assist in providing the public all the available unclassified information consistent with national security.

Everyone in the service has been told that he is an ambassador in uniform. I would further add that we are all communications experts to the community at large. We are not public-relations experts or propagandists. It is not necessary to "sell Air Force to the public" because it already belongs to the public. But the airman does have an obligation to help keep the civilians with whom he comes in contact informed on service activities and issues. And because it is more difficult for the citizen to understand what's happening, the serviceman has an obligation to explain insofar as possible the who, what, where, when and why of military affairs.

Some people may regard that obligation to explain as a dangerous Pandora's box, but I believe that it is our only hope. Public understanding of the military seems to be at its lowest since World War II. There are several identifiable reasons for this era of bad feelings. The American public is generally disappointed and frustrated over the war in Vietnam. It is disgusted over real and imagined abrogations of trust by the military in many facets of its endeavor. It is incredulous of huge and apparently nonproductive defense costs at a time when domestic needs are great and the budget tight. It is transfixed by "bad" news about the military. And it is lulled into a euphoria of "all's well" abroad by international negotiations and the poetic platitudes of some vocal citizens.

I believe that all these reasons are substantiations of my conviction that the public is too often not aware of the crucial facts or what they mean.

A central fact of life for every person on this planet in the year 1970 is that the USSR threatens to exceed the United States in strategic military power. This fact is central because it is that power that is a critical factor in all international negotiation, all coercion, to include war, and it will always be so until we live in a world ruled by law. This fact is central because I think that, as we view current Soviet actions, we must recall the USSR promise to "bury" us. It is

central because experience warns us that the Soviet Union has not been hesitant to use power, even against its allies. It is a fact of life that every person on this earth could live or die at Soviet whim before this decade is out.

Beside this, other problems pale. Yet our public too often seems unaware of it and unknowing or unbelieving of it. People simply do not know the facts and are not aware of their meaning. The average American seems to believe that the only purpose of strategic forces is to defend our nation against some Armageddon which he rightly feels is highly improbable. He may also believe that this defense is being accomplished by some "X" hundred Minuteman missiles (or some "X" hundred Polaris missiles), and that all the rest is "overkill." Now that may sound absurd, but I have heard these misconceptions offered by honest men in a complete seriousness. We are trying to deter the loss of a way of life, and much of the public apparently does not know, does not understand, is not aware of the danger.

That lack of public knowledge, that lack of public understanding, that lack of public awareness is our fault—yours and mine—everybody's on the defense team. We simply haven't done a part of our job as responsible citizens. I think we have failed in a number of ways.

I do not believe the military community has worked hard enough to declassify information. I think some things have been mistakenly or wrongly classified. Defense Secretary Melvin R. Laird has made a great effort to improve this condition. Our efforts should be at least as great. Sometimes we are even made to appear ludicrous, as a result of inconsistency in our classification system.

I believe the military community hasn't worked hard enough to present positive information. We regularly and responsibly gather information for the public by reacting to press queries or crises which frequently mean news critical of us. There are millions of productive happenings we don't take the time to discuss or explain because we are too busy putting out fires or because of what I call don't-rock-the-boat-itis.

The military community does not speak with one voice. That is a very hard saying, but I'm afraid it's true. Some people become so concerned with their

own interests that distortion creeps into their comments. For instance, the Department of Defense (including all members of the Joint Chiefs of Staff) has repeatedly examined present and future US strategic offensive forces. It has repeatedly found that we are best served by a triad of strategic offensive forces—long-range bombers, land-launched intercontinental ballistic missiles, and sub-launched ballistic missiles. It is difficult for me to see how one could reach any other decision, all factors considered. Yet, we have of late seen what I believe to be one-sided arguments presented on this subject. Sometimes some members of all the services are guilty of divisiveness, and I believe we must, all of us—of all services—guard against this. How can one expect knowledgeable understanding of military programs unless the military unitedly supports those programs itself?

We are at fault also because we don't keep abreast of the times. In the early years of aviation, there was a public empathy with the Air Corps because our business was strictly airplanes, and airplanes had captured the public imagination. Today, our business is not strictly airplanes, and the public has become space-oriented. The Air Force mission is still accomplished in many exciting ways; yet, the public is not aware of many of these ways and we seem no longer to capture its imagination.

Finally, the military community is at fault because it has not cared enough about its responsibilities to the public.

F-111 Search

(Continued from Page 1)

radio stations per day.

The search covered 462,826 square miles of territory.

Should any new leads as to the location of the missing aircraft develop, the search would be reopened. No CAP search mission is ever closed unless the objective is located.

ZERO DEFECTS HONOR ROLL

Individuals

MSgt David Kern, Liaison NCO, New Jersey Wing
T Sgt Dwight E. Surratt, Administrative Liaison Office,
Supervisor, Oregon Wing Liaison Office
Lorette B. Marchand, Secretary, New Hampshire Wing
Liaison Office

Units

Directorate of Cadet Programs, Hq CAP-USAF
Inspector General, Hq CAP-USAF
Southwest Region Liaison Office
Oklahoma Wing Liaison Office
Texas Wing Liaison Office
Washington Wing Liaison Office

Commander in Chief of SAC since July 1968 is Gen. Bruce K. Holloway, previously USAF Vice Chief of Staff. His experience varies widely from fighter combat to over-all management of the Air Force. He began his combat experience as a fighter pilot with the "Flying Tigers" in the early days of WW II. He commanded USAFE in 1965-66.



This is a minority attitude but one that exists and must be rectified.

But one thing is abundantly clear: A great many of our citizens (including some in uniform) are either not receiving

or not understanding the critical facts of defense. We are not afraid of the truth. But we are afraid of propaganda, half truths, emotional thinking, and misrepresentations. We have to do a better job in telling.



PROCLAMATION, TROPHY PRESENTED—A proclamation designating Dec. 1-7 "Civil Air Patrol Week In Bellaire City, Texas" and the C. R. Tomlinson trophy are received by Outstanding Wing Cadet, C/Col. Janet R. Prestridge of the Bayou City Composite Squadron. Mayor Grant Webster presented the proclamation and trophy to the daughter of Mr. and Mrs. L. G. Prestridge of Westbury. A student at Rice University, she is also active in the 99s, the national women's pilot organization. (Photo courtesy of Maj. Jacqueline Floyd)

Education Congress Planned

MAXWELL AFB, Ala.—The 1971 National Congress on Aerospace Education will take place April 28-30 at the

Embry-Riddle Aeronautical Institute, Daytona Beach, Fla.

Civil Air Patrol and its Aerospace Education Association will participate in this national forum which seeks to meet aerospace education needs for schools at all levels and in many curricular areas.

The 1971 Congress will feature a special one-day NASA program at the John F. Kennedy Space Center.

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